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1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/11 3/16.

No. 27,275 HONG KONG, WEDNESDAY, SEPTEMBER 4, 1929. PRICE \$3.00 Per Month.



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PREMIER ON PEACE BRITISH ATTITUDE OF SELF-RESPECT HASTENING DISARMAMENT "Britain Declines To Build Against U.S."

INTOLERABLE LAWLESSNESS IN PALESTINE

A definite move towards the peace of the world will be attained when Great Britain signs the optional clause of The Hague Statute, which binds the signatories to submit to arbitration on international disputes. Mr. MacDonald, who is indisputably zealous for world pacification, explained to the Assembly yesterday that Britain's attitude at The Hague was due to self-respect. It was the British Government's ambition to hasten disarmament, and it declined absolutely to build against the United States.

Referring to the disturbances in Palestine, the Premier emphasised that it was not a religious conflict, but an intolerable outbreak of lawlessness.

TARIFF BARRIERS UNJUSTIFIED

Geneva, Yesterday.

The British Premier, Mr. J. Ramsay MacDonald, addressing the Assembly of the League of Nations to-day, announced amid cheers that the British Government had decided to sign the optional clause of The Hague statute binding the signatories to submit to arbitration all legal disputes concerning the interpretation of the treaties, and questions of international law. He added that the form of British adherence was now being prepared. He believed that each of the Dominions would instruct its representatives at Geneva to sign the clause before the Assembly closed. He hoped that this session would be known as the "optional clause Assembly."

League's Peace-Making Task
Mr. MacDonald, in the outset of his speech said that one of the most important contributions to the League's peace-making task had been the work of the experts at The Hague. The British attitude at The Hague was prompted by self-respect.

The Premier said that next week, five months before it was supposed possible, the first battalion of the British Rhine Army would march from Germany, never to return.

The League must now with undivided mind apply itself to the problem of disarmament. The British Government would do its utmost to hasten the disarmament conference. The first contribution must be in the field of naval armaments, and the Anglo-American agreement was the first preliminary to a successful international agreement.

Britain's Loyalty to U.S.
Mr. MacDonald said that the Anglo-American conversations were by no means directed against anyone. The British Government declined absolutely to build against the United States. The conversations were not yet ended, but agreement had gone far, and a document containing 20 points of agreement might be produced.

Geneva, Yesterday.

Tariff barriers were unjustified. They produced poverty and low wages.

British-American Agreement

London, Yesterday.

In regard to Mr. MacDonald's reference to the British-American naval agreement, only three of the 20 points are outstanding at the present moment.—Reuter.

Hopeful Progress Made

Washington, Yesterday.

Commenting on Mr. MacDonald's speech, Mr. H. L. Stimson, the Secretary of State, said that a considerable period of hard work on details was still required before agreement on the British-American parity was reached, but hopeful progress was being made.—Reuter's American Service.

U.S. Naval Plans

Washington, To-day.

After a conference with Mr. Hoover at White House, Mr. Hale, chairman of the Senate Naval Committee, predicted that all the 15 cruisers authorised by Congress would be constructed.

He added that the President believed that such a course was necessary, regardless of what Anglo-American agreement was reached.—Reuter's American Service.

LADY HEATH

FAMOUS AIRWOMAN NEVER TO FLY AGAIN

DOCTORS' VERDICT

Cleveland (Ohio), Yesterday.

Lady Heath, the pioneer airwoman, who crashed whilst flying here on August 28, and was seriously injured, is stated to be much improved, but the doctors say that she will never be able to fly again.—Reuter's American Service.

[Lady Heath achieved a wonderful record for her sex when she flew alone from Cape Town to England in 1927. She left South Africa on February 12, and arrived at Croydon on May 17. On October 4 of the same year, she reached the record altitude of 23,000 feet flying above Croydon.]

ASSAULT ON GIRL

Cecil John Atchins, of the Cosmopolitan Docks, appeared at the Kowloon Magistrate's court this morning before Mr. T. S. Whyte-Smith, to answer a summons issued against him, for an assault on Marie Agnes Woo (13) on or about June 28 at 8, Prince Edward-road.

Accused in stating that he could not who'd deny the charge told the Magistrate that he and the complainant's people signed an agreement or promissory note for \$200, repayable by instalments. After he had paid the first instalment the complainant's mother demanded the rest of the sum to be paid in one.

Serjt. Meadows said that the case was very complicated, to which his Worship agreed, remanding the case for one week.

NOTTS CHECKED BUT CHAMPIONS

YORKSHIRE THIRD WHITE ROSE BEATEN OUTRIGHT BY SUSSEX

COUNTRY CRICKET FINISH

London, Yesterday.

In spite of an inglorious finish, Nottinghamshire won the county cricket championship for the first time since 1907.

Sussex, by a sensational last-minute win, deprived Yorkshire of second place which is occupied by Lancashire (champions last season) who, although having the same points as the White Rose, won more matches outright.

Gloucestershire takes precedence over Sussex for fourth place on account of a similar slight advantage in outright victories.—Reuter.

Victories and Defeats
It should be added that Notts gained only three points in their visit to Derby, but that was sufficient to assure them of honours even if Yorkshire had won a complete victory over Sussex.

Yorkshire's defeat was the second suffered in the competition this season. They have the same number as the champions, two each, the fewest. Gloucester topped the "wins" with 15 and Notts had 14. Glamorgan, at the foot of the table, were vanquished no less than 19 times.

Rain appears to have curtailed the last series of county matches but a number of centuries were scored. Frank Woolley making his 101st in first-class cricket.

CHAMPIONSHIP TABLE

Last Season	P.	W.	L.	1st Innings won	2nd Innings won	Points
(3) Notts	28	14	2	4	6	158
(1) Lancashire	28	12	3	6	6	148
(4) Yorkshire	28	10	2	9	5	148
(5) Gloucester	28	15	6	1	4	145
(7) Sussex	28	13	6	7	2	145
(8) Middlesex	28	12	7	6	3	135
(10) Derbyshire	28	10	6	8	3	133
(2) Kent	28	12	8	6	2	132
(9) Leicester	28	9	6	9	4	129
(6) Surrey	28	8	7	5	6	115
(12) Hampshire	28	8	10	0	8	96
(15) Essex	28	6	9	9	1	94
(13) Northants	28	7	13	2	6	84
(11) Warwick	28	5	13	4	5	79
(14) Somerset	28	3	17	5	3	58
(17) Worcester	28	2	15	3	6	57
(16) Glamorgan	28	3	19	3	3	48

Results at a Glance

Derbyshire led Notts on the 1st innings.

Sussex defeated Yorkshire by 78 runs.

Middlesex led Surrey on the 1st innings.

Essex conceded 1st innings' points to Kent.

Glamorgan led Northants on the 1st innings.

Worcester conceded 1st innings' points to Somerset.

Best Batting Returns

Woolley, F. E. (Kent) 118

Gregory (Surrey) 114

Hobbs (Surrey) 111

O'Connor (Essex) 102

Hendren (Middlesex) 100

Bowley (Sussex) 74

Holmes (Yorkshire) 52 and 61

* signifies not out.

Best Bowling Figures

Ryan (Glamorgan) 7 for 82

W. V. C. Jupp (Northants) 6 for 70

Beesley (Kent) 4 for 43

Wellard (Somerset) 4 for 41

 Gover (Surrey) 4 for 54 || H. A. Gilbert (Worcester) 4 for 53 | |
| Matthews (Northants) 4 for 55 | |

Derbyshire v. Notts

London, Yesterday.

At Ilkeston, Derbyshire led Notts on the 1st innings. Scores:—

Notts (1st innings) 175 runs.

Derby (1st innings) 221 runs for 3 wickets.

[Derby's advantage took them above Leicestershire.]

Sussex v. Yorkshire

At Brighton, Sussex defeated Yorkshire by 78 runs. Scores:—

Sussex (1st innings) 169 runs (Bowley made 74) and (2nd innings) 265 runs.

Yorkshire (1st innings) 162 runs (Holmes 52) and (2nd innings) 204 runs (Holmes 61).

Middlesex v. Surrey

At Lord's, Middlesex led Surrey on the 1st innings. Scores:—

Surrey 294 runs and 299 runs for 5 wickets, declared (Gregory 114 not out, Hobbs 111).

Middlesex 310 runs (Hendren 100) and 125 runs for 4 wickets. (Gover 4 for 51).

[The 5 points to the credit of Middlesex gave them priority over Leicestershire.]

Essex v. Kent

At Leyton, Essex conceded 1st innings' points to Kent. Scores:—

Essex 395 runs (O'Connor 102; Beesley 4 for 40) and 142 runs for 6 wickets.

Kent 454 runs (Woolley, F. E. 118).

Glamorgan v. Northants

At Swansea, Glamorgan led Northants on the 1st innings.

(Continued at foot of next column.)

LIFE-SAVING TEST

THREE EXAMINATIONS FOR AWARDS

CANDIDATES PROFICIENT

During the past week, there have been three examinations for the awards of the Royal Life Saving Society of Great Britain.

In all, 36 military candidates have qualified for recommendation for the Society's Proficiency Certificates and Bronze Medallions, 20 being from "A" Company and Headquarters Wing of the 2nd Bn. the King's Own Scottish Borderers and 16 from the 12th Heavy Battery, Royal Artillery.

On August 27, Gunner T. Hailstone presented the following successful candidates:—

Sgt. E. Stephenson; Bdr. E. J. Ward; L/Bdr. R. R. Radford, A. Camp, T. H. Breeds, C. Gardner; Gunners J. Hill, T. W. Howells, R. Reed, V. R. Lewis, W. J. Leadbater, E. C. Trice, J. W. Burton, A. Jones, R. Acaster and J. E. Court.

Examination conditions at Lyemum were good and the class was well up to standard.

At Taiwan Beach
On September 2, at Taiwan, Pte. W. Freeman presented ten entrants from "A" Coy., 2nd K.O.S.B. Conditions were very

1929 rainfall .58.86 inches

Average 67.25 inches

Deficit 9.39 inches

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(17) Worcester	28	2	15	3	6	57
(16) Glamorgan	28	3	19	3	3	48

unfavourable, but the members of the class put up good performances and all qualified:—

Sgt. E. Hope; Cpls. A. Branch and A. Lawson; L/Cpls. H. Bentley, W. Wallis, and W. Finlayson; Ptes. J. Ferguson, A. McMillan, H. Cox and P. Foley.

On the same day, ten successful candidates from H.Q. Wing, 2nd K.O.S.B., were examined:—

L/Cpl. F. Everest; Pte. J. Woods; Bandmen J. Bond, J. Hall, J. Bathgate, H. Mardon, W. Robinson, A. Robinson, V. Kendall; and Boy R. Dunlevy.

They had been trained and prepared for examination by L/Cpl. E. Ward, who will be recommended for the Honorary Instructor's Certificate.

Indifferent Conditions

At Lyemum, under indifferent conditions, the following five candidates from the 12th Heavy Battery, R.A., were examined for the Award of Merit:—

L/Bdrs. Worthington and Gardner; Gunners White, Lewis and Jones.

All the necessary tests were passed; distance swimming in clothes, undressing in the water, and surface diving were good; diving and fancy swimming tests showed lack of finish and roughness, while being satisfactory.

There are a few classes at present in training for examination at an early date.

The coal output in Great Britain for the week ended July 13 was 4,834,800 tons, compared with 4,882,500 tons in the previous week, and the number of workers employed was 930,900, compared with 931,700.

Scores:—

Glamorgan 224 runs (V.W.C. Jupp 6 for 73, Matthews 4 for 55) and 190 runs for 5 wickets.

Northants 197 runs (Ryan 7 for 82).

Worcester v. Somerset

At Worcester, Worcestershire conceded 1st innings' points to Somersetshire. Scores:—

Worcester 93 runs (Wellard 4 for 44) and 96 runs for 1 wkt.

Somerset 272 runs (H. A. Gilbert 4 for 53).—Reuter.

[After being last for a time, Somerset climbed above Glamorgan, and also just "pipped" Worcester at the post.]

(Continued on Page 6.)

A GRIM TRAGEDY OF AIR RECALLED

AIRMAN'S DEATH LT. COMDR. MACDONALD IN ATLANTIC FLIGHT

HIS ESTATES HERE & AT HOME

With the release of the necessary documents by the local Probate Office relating to the personal estates of Lieut.-Commander Henry Crawford MacDonald, a grim tragedy of the air is recalled.

It will be remembered that Lt. Comdr. MacDonald set off at 5 p.m. on October 17, 1928, in a small "Moth" aeroplane to fly across the Atlantic to London from Harbour Grace, Newfoundland. He had not since been heard of, and the place where he had come to grief had not been located.

\$440,000 in Hong Kong

Lt. Comdr. H. C. Crawford, R.N., left estates in the Colony amounting to \$440,200 and net personally in England to the value of \$5,519, 7s. 11d. His residence was at 51, Queen's Gate, South Kensington, Middlesex, and he was formerly on H.M.S. "Wryneck."

In his will, Lt. Comdr. MacDonald appointed his wife the sole executrix, leaving all his property to her, and solely for her discretion. Probate in regard to the estate in Hong Kong has been granted to Mr. Stokes and Master, who is the D. J. Lewis, of Messrs. Johnson, attorney for Mrs. MacDonald.

The Story of the Disaster
Lieut. Comdr. MacDonald was a very popular figure at Home, and when he was missing, great anxiety was felt both in official circles and among his friends. He was expected, if all went well, to reach the west coast of Ireland on the afternoon of October 18. The distance was 1,900 miles, and judging from weather conditions, it was presumed he was doing about 80 miles an hour. The entire distance, in the opinion of experts, could have been accom-

plished in a little over 19 hours. It was also declared that he had had enough petrol to last the journey. The "Moth" was not fitted with wireless, and if any accident befell him, he would have no means to communicate with passing vessels.

Sighted by Steamers

A British Wireless message dated October 21 stated that up to then no news had been received, but several passengers and members of the crew of the liner s.s. "Montclair" had seen a strange light in the sky at 6.15 p.m. on October 18. The liner was then at a position 150 miles west of Tory Island, off Donegal. The light dropped from the sky with a streaming tail.

The s.s. "Mirach" also wireless-ed to the Air Ministry in London as follows:—

"Sighted October 17, at 11.30 p.m. in 53 degrees, 3 feet North, 45 degrees, 42 feet West in bearing 130 degrees true at a big distance lights probably resembling an explosion."

Position Not Located

It would appear that the position as indicated in the foregoing message was about 500 miles east of MacDonald's starting point, and he would have been in that area at 11.30 p.m. on October 17.

It was therefore presumed at the time that the unfortunate airman must have come to grief at that position, but a later message received from another passing ship, discounted the belief.

The Dutch liner "Hardenburg" reported seeing MacDonald's plane at 12.30 on the morning of October 18—an hour after the message of the s.s. "Mirach." The only conclusion which could be arrived at was that the airman had already found himself in difficulties and was letting out Very lights as signals of distress.

(Continued on Page 6.)

INDIAN CHARGED

ALLEGED ASSAULT ON A YOUTH

MISCONDUCT DENIED

Bahadar Khan, Indian constable B258, was this morning charged before Mr. E. W. Hamilton with assaulting a Chinese youth named Lam Fan; and with misconduct as a police constable.

Accused admitted striking the complainant, but denied misconduct. He was not legally represented.

Mr. P. P. J. Wodehouse, C.I.E., Deputy Superintendent of Police, said that the alleged assault occurred on August 29 at about 9 p.m. The complainant was sitting under a street lamp in Lower Albert-road, reading a book, when the accused and another Indian constable, (who has not been identified) walked up. They stood watching the complainant and then the accused made a suggestion which annoyed the complainant. The latter threatened to report accused, whereupon the latter struck him with his baton.

Defendant's story was that complainant ran at his approach and sustained his injuries through falling down.

Magistrate: He thought complainant was a thief, I suppose?—Yes.

AIR MAILS

An air mail for London will close at 5 p.m. on Friday, and fortnightly thereafter.

Details appear in our Mail Notice on page 12.

Beaten With Baton

Complainant gave evidence that he was on his way home from a night school and had stopped to read a while. He remonstrated with accused for making a suggestion whereupon the latter struck him in the face. He tried to get his number and was hit a second time, after which the accused pulled out his baton and proceeded to beat him with it on the back. He could not stand this rough treatment any longer, so he blew his Police whistle. Accused then made to run away but witness said that it was useless as he had his number.

Accused then hit him some more when he insisted on going to the Central Police Station with him. Eventually they went to the station together.

An Amah's Evidence
Ho Ho, an amah, said that she saw accused hit complainant in the face, and then strike him with his baton. Complainant said in a loud voice that he wanted accused to accompany him to the station, and then witness and her companion walked on.

By the Magistrate: Witness did hear a Police whistle blown. Her companion worked in the same house as she did.

Accused denied that this witness was there.

Mr. Hamilton said that he could see there was going to be some difficulty, as accused was bound to say when he got into the witness box that he thought the complainant was thief, and in such circumstances he (Mr. Hamilton) was not prepared to say that a constable was not entitled to strike a suspect who attempted to break away from him. The whole case depended on the two amahs, therefore he would give a remand until to-morrow morning for a policeman would be sent to fetch her. She (Ho Ho) need not come again.

Inspector Clark said that accused in the charge room stated that he arrested the complainant for running into the bushes in Lower Albert Road at his (accused's) approach.

Weals on the Back
Complainant at once made the same complaint that he had made in court. Witness examined him and found four big weals on his back. The witness considered that those weals could have been caused with a baton. The Magistrate inquired why accused had been given bail, as the case was a serious one.

Mr. Wodehouse

The majority of the crew of the R34, who made a double crossing of the Atlantic ten years ago last month, met again at a private dinner at Bedford as the guests of Major Scott, who piloted the airship on the voyage. Thirty out of the thirty-four who made the voyage are still living.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.			
SHINYO MARU	Wednesday, 18th September.		
TAIYO MARU	Wednesday, 18th October.		
SEATTLE, VICTORIA via Shanghai & Japan Ports.			
SHIDZUKA MARU	Monday, 9th September.		
YOKOHAMA MARU	Monday, 23rd September.		
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.			
IKAKUSAN MARU (Calls Hull)	Saturday, 7th September.		
IKATANO MARU	Saturday, 21st September.		
SYDNEY & MELBOURNE via Manila & Ports.			
TANGO MARU	Wednesday, 25th September.		
AKI MARU	Wednesday, 25th October.		
BOMBAY via Singapore, Penang, & Colombo.			
SADO MARU	Wednesday, 11th September.		
TOTTORI MARU	Friday, 27th September.		
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.			
RAKUYO MARU	Tuesday, 24th September.		
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.			
KANAGAWA MARU	Tuesday, 24th September.		
NEW YORK, BOSTON via Panama.			
MAYBASHI MARU	Thursday, 12th September.		
TOBA MARU	Sunday, 29th September.		
LIVERPOOL via Port Said, Constantinople, Genoa.			
LYONS MARU	Friday, 20th September.		
CALCUTTA via Singapore, Penang & Rangoon.			
PEWANG MARU	Sunday, 8th September.		
MURORAN MARU	Monday, 16th September.		
SHANGHAI, KOBE & YOKOHAMA.			
KATANI MARU	Monday, 16th September.		
CEYLON MARU (Mojito direct)	Tuesday, 24th September.		
AKI MARU (Nagasaki direct)	Friday, 20th September.		

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.	Monday, 9th September.
AMAZON MARU (From Shanghai)	Monday, 9th September.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban & Cape Town.	Monday, 7th September.
HAWAII MARU	Monday, 7th September.
BOMBAY—via Singapore & Colombo.	Monday, 7th September.
SUMATRA MARU (Calls at Karachi)	Thursday, 19th September.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—via Singapore & Colombo.	Monday, 23rd September.
CHICAGO MARU	Monday, 23rd September.
CALCUTTA—via Singapore, Penang & Rangoon.	Thursday, 19th September.
INDUS MARU (Omits Manila)	Thursday, 19th September.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Japan Ports from Shanghai.	Monday, 9th September.
LONDON MARU (From Shanghai)	Monday, 9th September.
MELBOURNE—via Manila, Brisbane & Sydney.	Thursday, 5th September.
MADRAS MARU (Omits Manila)	Thursday, 5th September.
HAIPHONG—via Hoihow & Pakhoi.	Thursday, 5th September, 10 a.m.
MENADO MARU	Thursday, 5th September, 10 a.m.
NEW YORK—via Japan ports, San Francisco & Panama.	Wednesday, 4th September.
HAVRE MARU	Wednesday, 11th September.
JAPAN PORTS	Sunday, 8th September.
BORNEO MARU	Wednesday, 11th September.
SHUNKO MARU	Sunday, 8th September, 3 p.m.
HOZAN MARU	Sunday, 15th September, 3 p.m.
CANTON MARU	Sunday, 15th September, 3 p.m.
TAKAO—via SWATOW & AMOY.	Thursday, 12th September, Noon.
DEL MARU	Saturday, 7th September.
TAKAO & KEELUNG.	Saturday, 7th September.
TAKAO MARU	Saturday, 7th September.

For further particulars please apply to—OSAKA SHOSHEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKBUCHI, Manager.

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PULVERISED FUEL

U.S. STEAMER'S ATLANTIC PERFORMANCE
A DEFINITE STEP FORWARD

Cardiff, July 30.

"As an experiment this has been an exceptionally fine performance," said Mr. C. J. Jefferson, head of the United States Shipping Board Fuel Conservation Committee, to "The Journal of Commerce," on board the "West Alsek." The "West Alsek" is the first ship to cross the Atlantic fitted entirely for the burning of pulverised coal. A party of shipping men and engineers left London this morning by special train for Avonmouth as the guests of Captain P. C. Greening, director for Europe of the U.S. Shipping Board Merchant Fleet Corporation, joined the "West Alsek" crossed the Bristol Channel to Cardiff, and returned to London to-night. They had an excellent opportunity of examining the Todd Unit system of pulverised coal burning under actual sea conditions, and agreed that a very notable advance has been made in the application of pulverised coal for marine purposes.

It was interesting to note amongst the visitors representatives of all the chief pulverised coal systems, both British and American. Although competitors, there appears to be a friendly interchange of data and experience, and this doubtless helps the new source of power for ships to develop more rapidly.

Continuing his conversation Mr. Jefferson, who has been accompanied by Mr. Perry Haines, chief engineer to the Todd Company, said—

The increase in speed "I do not consider this to be the final solution of the problem of powdered coal, but we have made a really definite step forward in producing a commercial article that can be satisfactorily operated continuously in trade services. We have an increase of 1 1/2 knots in speed as compared with ordinary coal firing, using 10 per cent. less coal per mile. The coal costs 5s. a ton less than ordinary bunker coal, and there is a reduction of 30 per cent. in firing room.

"We have used American, Scotch and Welsh coal, adjusting the equipment accordingly, and we burn coal from 18 to 32 per cent. volatile with success. Our maximum speed has been 11.05 knots, an average of 9 1/2 knots, and before the installation she did only 8 knots."

Mr. Jefferson thought pulverised fuel could not be applied to passenger ships just yet. It was no use being in too great a hurry. The system has only just started, but was developing rapidly. The full story will be given at the Fuel Conference on October 24 in a paper by Mr. Jefferson. He believes the pulverised coal burner will be as successful as the oil burner.

The Todd oil-burning equipment is known throughout the shipping world, where it has been in successful operation for the last 20 years, and now the corporation offers a pulverised coal equipment equally good. No complete data will be available until the ship has made the round voyage, and this will be published in the United States.

The "West Alsek" an 8,800 tons deadweight cargo ship, is part of a fleet of eight vessels run by the Todd Line and the first ship fitted with Todd burners on all boilers. There are nine coal burners, and the pulverisers are set back about six feet from the front of the boilers. An overhead pipe distributes the powdered coal. The arrangement in the boiler-room is very neat, and if the ship was not very clean it was due to the fact she has been trading continuously since June 19. She leaves to-morrow (Wednesday) for Baltimore.

Like other vessels of the same type, the "West Alsek" has been regarded as rather expensive to operate, being a hard steamer and requiring considerable labour to handle coal from the bunkers to the furnaces, as the coal is stored partly in the 'tween decks and partly in the cross-bunkers. With the new installation it is expected that the operating costs will be greatly reduced.

Another feature of the new installation is the improvement in the fireman's working conditions, due to the fact that no coal dust or ash is visible at any time. Combustion is practically as complete as though oil were being used instead of coal.

The coal pulverising machinery and burners on the "West Alsek" were developed by the engineers of the Todd Shipyards Corporation, in co-operation with the Erie City Iron Works and the fuel experts of the Fuel Conservation Committee of the Shipping Board, working under the direction of Mr. Carl J. Jefferson. The installation was made at the Todd plant of the Todd Shipyards Corporation.

Compactness of the mills, the high degree of fineness of pulverisation, and the fact that the equipment has been installed on a typical cargo ship without encroachment on the spaces beyond the engine-room, are some of the features of the system.

The burners are believed to be the most effective type for securing a good mixture of coal dust and air for combustion. They are so arranged that adjustments can be made on the diffusing cone from the furnace front. Provision is made for the introduction of an ignition torch, and a small capacity oil burner is installed for this purpose. Allowance also has been made for the introduction of a large capacity oil burner, when fuel market conditions may make its use desirable.

Coal is trimmed from the bunkers through a crusher of the high speed fixed-hammer type, with a hinged bottom to facilitate the removal of tramp iron and other solids. After passing through the crusher, which reduces it to half-inch size, the coal goes to a screw conveyor which delivers it to the individual pulverisers connecting with each of the five furnaces. The pulverisers are driven by direct-connected Westinghouse steam turbines.

Under reduced loads, such as manoeuvring or in port, provision is made to shut off the supply entirely from one or more of the mills. The mill is of the two-stage, centrifugal type, fitted with a fan having tangential discharge. The coal is discharged from the fan to the burners through flexible tubing.

In passing through the burners, the coal and the primary air, which is conveying it, are given a rotating motion by the internal diffuser. This rotation is augmented by tangential air flow produced by the secondary air coming through the registers fitted in the Howden fronts.

The Ship "The 'West Alsek' is a cargo ship of ordinary build and characteristics, and is equipped with a three-cylinder, triple-expansion engine of usual type. The auxiliary machinery, both below and on deck, is the type found on the majority of cargo carriers.

There are three single-ended Scotch boilers, each having three furnaces. Before converting the vessel into a pulverised coal burner these boilers were equipped to burn coal on the grate and under a horizontal forced draught. The combustion chambers are therefore separate for each furnace.

The United States Shipping Board designated the "West Alsek" for the installation of the Todd pulverised coal-burning equipment, because she represents the great majority of ocean-going cargo ships, both in machinery equipment, speed and general make-up, and is the type of ship that generally gives the owners the most concern in the reduction of operating costs.

NORWAY'S LEAD

SCANDINAVIAN MERCHANT SHIPPING FIGURES
FLEET INCREASES

Statistics concerning the situation of the merchant fleet of the Scandinavian countries on July 1 have just been published by the Norske Veritas Bureau. It is shown that during the half-year ended June 30, 1929, the net added tonnage of the Scandinavian countries amounted to 18 ships of a total of 114,200 gross tons, of which 97,500 tons represented motorships and the balance steamers. The fleet of Sweden was increased in the last months by a motorship tonnage of 14,000 and steamers by 9,200 tons, while the fleet of Denmark experienced an augmentation of 5,800 tons.

On July 1 the fleet of Norway comprised 1,489 steamers of a total of 2,227,000 gross tons, 236 motorships of 610,000 gross tons and 19 sailing ships of 4,600 tons. In the case of Sweden the corresponding figures are 1,089 steamers of 1,070,000 gross tons, 230 motorships of 398,000 tons and 138 sailing vessels of 30,100 tons. Denmark is third with 515 steamers of 73,400 gross tons, 120 motorships of 302,000 tons and 75 sailing ships of 21,600 tons.

New Construction Concerning the work of new construction and orders on hand it is noted that at the present time Sweden occupies the first place in these directions with 14 steamers of 12,800 gross tons and 40 motorships of 203,600 tons. Denmark ranks second with 9 steamers of 16,980 gross tons under construction, or on order, and 122 motorships of 148,600 tons. In the case of Norway the figures are 39 steamers of 29,800 gross tons and 11 motorships of 26,750 tons. The tonnage building or on order in the last mentioned country is three times greater than that at the corresponding period of last year, but it only represents about 11 per cent. of the total 458,040 gross tons contracted for by Norway at the present time; and of this total tonnage 75 ships of 400,000 gross tons have been ordered of foreign yards. In fact, 60 per cent. of the work on hand in Sweden is for Norwegian account, and about 55 per cent. of that in Denmark is also for Norway.

Loss Percentage It is further shown by the statistics that the loss percentage for the whole of the Norwegian merchant fleet in 1928 was 1.22 per cent. of the number of ships and 1.03 per cent. of the tonnage, these figures comparing with 1.46 per cent. and 1.10 per cent. respectively on the average in the five year period of 1923-27. The less percentage for 1928 was due to the fact that the number of ships and tonnage of the fleet of the number and 1.18 per cent. of the tonnage, as against 1.24 per cent. and 1.04 per cent. respectively in the years 1923-27. The figures for Denmark are 0.68 per cent. of the number and 0.37 per cent. of the tonnage, the average of the years 1923-27 having been 1.26 per cent. and 0.62 per cent. in the two cases respectively.

SHIPPING SECTION.

U.S. SHIPPING

POLICY OF BUILDING PROGRAMME
AMBITIOUS SCHEME

The revival of the United States merchant marine through the medium of Government aid after a struggle of sixty years to bring about the necessary legislation was the text selected by Edward C. Plummer, vice-chairman of the Shipping Board, for his address at the recent 82nd annual convention of the Zeta Psi fraternity, state New York address.

After reviewing the vicissitudes of U.S. shipping since the time of President Grant, when the first definite effort was made to restore it to its former prestige, Mr. Plummer said:—"Our latest law begins by providing that after a man actually has put into a ship under construction in a United States yard enough of his own money to pay one-quarter of that vessel's entire cost, he may borrow from the Government, at around 3 1/2 per cent., enough money to pay the remaining 75 per cent. building expense. This enables a great saving in interest charges to be made during the 90 years allowed him in which to pay that loan."

"Then practically all ships employed on regular services between the United States and foreign countries are eligible for mail contracts, the rate of compensation varying from 1.50 dollar per statute mile on outward voyage to 12 dollars per mile for satisfactory ships of 24 knots on such voyages—a proportionate increase in pay also going with increases in speed above this last-named figure."

Aids for Seamen "Also the Government makes possible assistance to vessels in which it still has a financial interest, through appropriate insurance rates. Aids in the shape of some pay for merchant seamen who become naval reserves is also to be expected."

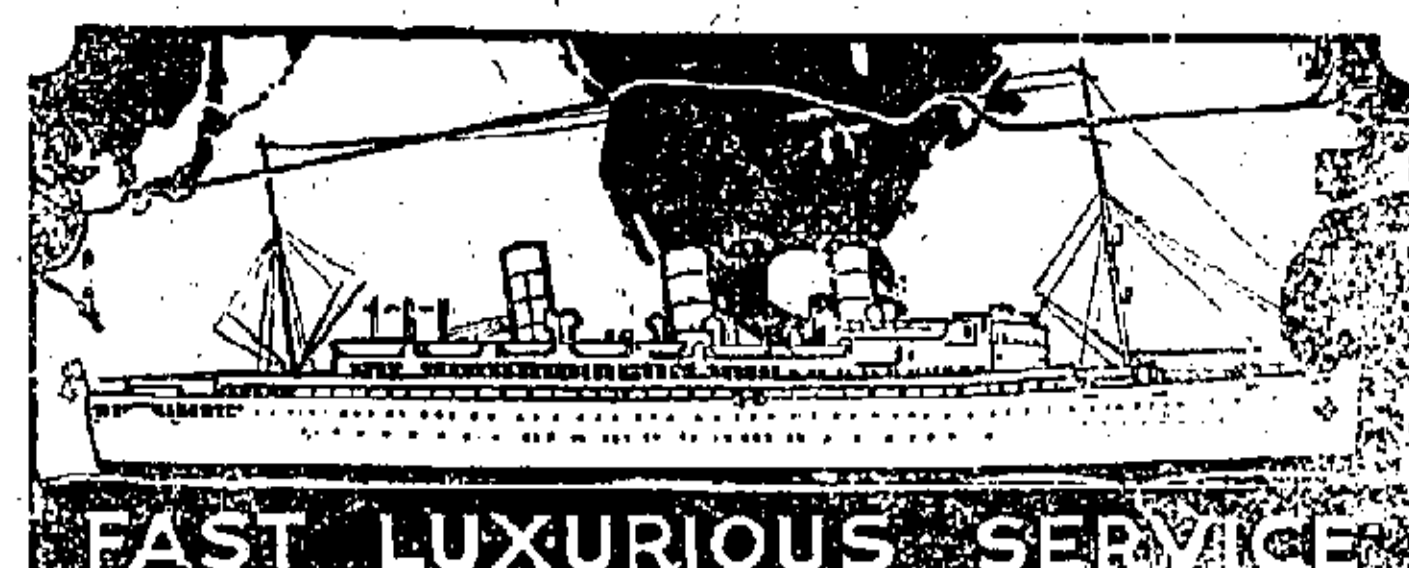
"In certifying to the Postmaster-General, who handles all mail contracts, the size, type and speed of craft which should be employed on each service the Shipping Board has recommended new and improved construction, a provision which already has assumed the building of some thirty vessels, ranging from a few freighters of as low as thirteen knots to fine passenger ships of twenty-one knots, not to mention the two mammoth craft of not less than twenty-seven knots which will be built under the Shipping Board's contract with the United States Lines."

"And this building programme already entered upon is but beginning. During the period covered by these mail contracts, all of which are for ten years, the lines benefitted will have replaced a large portion of their present ships; and since the law contemplates renewals of these contracts, the Postmaster-General having, however, authority to reduce the rate of compensation if at the end of ten years conditions have materially reduced the hardships under which our ships now struggle, there can be no doubt that mail contract lines will not only be steadily improved to keep abreast of competitors, but that they will be permanently operated."

Liberal Shipping Policy "For the past six years have again demonstrated what every student of commerce knows, that home ships build up home trade abroad as no other ships can or will. The fact that during his six-year period the ocean-borne foreign trade of the United States has increased as much as it grew during the whole preceding half century, while we were depending so largely on foreign ships to handle our cargoes, speaks for itself."

"That our shipping policy is liberal in reality and not merely a diplomatic language, is shown by the fact that no other nation furnishes to the ships of its maritime competitors ocean business equalling that which the United States furnishes to foreign-flag ships. Last year 51,000 vessels of 23,000,000 gross tons, representing twenty-eight different countries, found employment in handling the commerce of this country. We paid \$750,000,000 of ocean transportation—\$2,000,000 per day for every day in the year, and of that sum the foreigner took one and a third million dollars every twenty-four hours, not stopping on Sundays or holidays."

Vast Ocean Business "Furthermore, of the vast ocean business which we furnished foreign vessels last year, one-half was taken by ships of nations which neither produced nor purchased the cargoes carried—a condition which calls for serious consideration. No one dealing with this



FAST LUXURIOUS SERVICE

—to America and Europe

TRAVELLERS bound for America or Europe avail themselves of speedy and comfortable service when they go Canadian Pacific.

The White Empresses are the largest, newest and fastest liners on the Pacific. They cross from Yokohama to Vancouver in 14 days; from Shanghai to Vancouver in 14.

These ships connect with the summer trains, "Trans-Canada Limited" and "Mountaineer," at Vancouver, enabling passengers to make the earliest sailing of a Canadian Pacific Atlantic liner.

CANADIAN PACIFIC

Next sailing to the Pacific Coast
EMPRESS OF FRANCE

6 A.M.—SEPTEMBER 25th, 1929.

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

SAILING DATES FOR SEPTEMBER, 1929 (Subject to change).
DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 1.30 p.m.

S.S. "TAI HING" [1,068 tons—Capt. Trotter] S.S. "TAI MING" [649 tons—Capt. G. J. Spink.]

SEPTEMBER			
SAT. 7th	MON. 23rd	WED. 4th	FRI. 20th
THURS. 12th	SAT. 28th	MON. 9th	WED. 25th
TUES. 17th		SUN. 15th	MON. 30th

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.

These vessels leave Hong Kong for Wuchow (via Samshui, Shinghai, Tientsin & Dossing) and return to Hong Kong (via same ports) every five days.

Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.
Hong Kong Arrivals and Departures from Hoi On Wharf.
For information apply to—**KWONG WING** Co., Ltd.
87, Connaught Road West, Phone: Central 899.

problem has suggested that ships not belonging to either interested country should be excluded altogether from such trade; but it is said that such 'outside' vessels should pay something for the privilege of taking away employment from ships of these nations which create the transportation business involved; pay perhaps through a small extra duty collected on goods brought by them into either of the countries whose direct trade they thus invade. For the more numerous the points of direct contact between the people of two civilised nations, the better the prospects of increased friendliness, as well as of increased commerce, between such nations.

Scrapping Great Fleets "That competitors appreciate the tremendous value of our ocean business is shown by the fact that during the past 7 years, while squads of vocalists, for reasons easily suspected, have been shouting the ruinously over-tonnaged conditions of the world, a condition which they say the United States should remedy by scrapping its great fleets, practical shipping men in foreign maritime countries have built 1,600 ocean-going vessels of 10,000,000 gross tons, and they now have some 2,000,000 tons more under construction.

"This is a total of new tonnage built since the Armistice and since the construction of our Government fleet, double the tonnage of all U.S. ships of every age and description now on the sea's international highways—a strange method of curing an overtonnaged condition! And still we hear criticism of this Government because it now has made possible the building in this country of 30 ships for the benefit of our foreign commerce!"

CLYDE OUTPUT

In July shipbuilders on the Clyde launched 13 vessels of 38,414 tons making a total for the seven months of 132 vessels of 343,970 tons, against 127 vessels of 343,079 tons last year, 120 vessels of 165,489 tons in 1927, and 146 vessels of 377,270 tons in the corresponding period of 1913.

It is evident that unless there is a very marked revival in the placing of contracts, very soon the work in hand will diminish steadily, as vessels completed continue to exceed in numbers those laid down.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT
S.S. "CITY OF BEDFORD" via Suez Canal 9th September.
S.S. "CITY OF PEKIN" via Suez Canal 9th October.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE
S.S. "CITY OF CANBERRA" via Suez Canal 10th September.
S.S. "CITY OF NORWICH" via Suez Canal 6th October.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO
BOSTON, NEW YORK, PHILADELPHIA &
BALTIMORE ... AMERICAN & ORIENTAL LINE

S.S. "MYRTLEBANK" 6th September.
MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

S.S. "TINHON" 5th December.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Mo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Uderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

Telephone Central 4791.

THE BANK LINE, LTD.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MOREA	10,953	14th Sept. Noon	Bombay, Marseilles & London.
MANTUA	10,946	28th Sept.	Bombay, Marseilles & London.
KARMAIA	9,128	12th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MIRZAPUR	6,715	16th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
KALYAN	9,114	26th Oct.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
NAGPORE	5,283	2nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.

* Cargo only. † Calls Casablanca. ‡ Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*DALGOMA	5,283	4th Sept.	Singapore, Penang & Calcutta.
*GARBETA	5,327	15th Sept.	Singapore, Penang & Calcutta.
TILAWA	10,006	9th Oct.	Singapore, Penang & Calcutta.
TALAMBA	3,013	19th Oct.	Singapore, Penang & Calcutta.
TAKADA	6,949	31st Oct.	Singapore, Penang & Calcutta.
TAKLIWA	7,936	8th Nov.	Singapore, Penang & Calcutta.

* Calls Rangoon. † Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	4th Oct.	Manila, Sandakan, Thursday Island,
NELLORE	6,853	1st Nov.	Townsville, Brisbane, Sydney &
TANDA	6,956	28th Nov.	Melbourne.
ST. ALBANS	4,500	3rd Jan.	
NELLORE	6,853	31st Jan.	

* Calls Zamboanga, Port Holland & Cairns.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The F. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo,
Cebu, Kolambuan, Tawao, Timor, Darwin, or other ports en route as in-
ducement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*NAGPORE	5,283	5th Sept.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	10th Sept.	Moji, Kobe, Osaka & Yokohama.
MANTUA	10,946	18th Sept.	Shanghai.
*MIRZAPUR	6,715	17th Sept.	Moji & Kobe.
TILAWA	10,006	19th Sept.	Amoy, Moji, Kobe & Osaka.
TALAMBA	8,018	26th Sept.	Amoy, Shanghai, Moji, Kobe & Osaka.
KALYAN	9,144	27th Sept.	Shanghai, Moji, Kobe & Yokohama.
*NELLORE	6,853	27th Sept.	Shanghai, Moji, Kobe & Yokohama.
DELTA	8,097	7th Oct.	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,000	8th Oct.	Moji, Kobe, Osaka & Yokohama.
TAKLIWA	7,936	19th Oct.	Amoy, Moji, Kobe & Osaka.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:—

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P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

HONG KONG AND MACAO LINE

in Good Speed
S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to:—

CHUEN ON STEAM BOAT CO., LTD.
4, Connaught Road W. Tel. C. 6061.

COLLISION IN FOG

JUDGMENT IN ADMIRALTY
COURT CASE

Mr. Justice Hill, in the Admiralty
Court, found the steamer "City of
Rhios," of Liverpool, one-third to
be liable and the steamer "Delta," of
Belfast two-thirds to blame for a col-
lision off the mouth of the Tagus on
July 19 of last year. The case had
been transferred from the Liverpool
District Registry.

His Lordship said both had reduced
speed for fog and were going slow just
before the collision. The "City of
Rhios," however, was to blame for not
stopping her engines on hearing the
first of two long blasts, and the "Delta"
ought to have stopped sooner. Orders
for hard-a-starboard and stop came at
about the same time, and there was no
justification for the hard-a-starboard
order. Alteration of course, was quite
wrong, and made the collision inevit-
able. The "Delta's" engines were not
reversed immediately the "City of
Rhios" was seen.

PASSENGER LISTS

DEPARTURES

Per s.s. "Antenor" for United
Kingdom via port September 4:—
Mr. and Mrs. McHutchison, Mrs.
Greensmith and child, Miss Sadler
Burleigh, A. E. Wright, W. M.
Barton, Miss Ewart, Mr. and Mrs.
G. S. Aveyard, Miss Aveyard, Mr.
and Mrs. A. O. Buckingham, Elv-
Off. S. P. Cole, Mr. B. P. Hovey,
Mrs. Frodman and two children,
Mr. and Mrs. W. I. L. Legg, Mr. and
Mrs. T. L. Macartney and son,
Nicholson, J. Pope, Miss Russell, Mr.
and Mrs. R. Wood, B. Leroy, H.
McGuire, Gabriel C. Volosen.

Per s.s. "Korea Maru" for San
Francisco on September 4:—
Mr. and Mrs. J. Inoue, Mr. and
Mrs. W. H. Palmag, Rev. Fr.
Moreau, Y. Hamaguchi, K. Kokubu,
M. Nomura, Mrs. L. H. Jen Bruggen
Cate, Axel George Hamre, Rev. Karl
Ludwig Reichel, G. Guter, I. F. Rin,
Mrs. H. Mori and family, Mrs. F. G.
Brendsen, Dr. M. Fujioaka, Mrs. F. G.
Hunt, H. W. Johnson, Mrs. S.
Kutaka and son, M. Sevilla, Miss
Lucy Aki, Mr. and Mrs. Fred. J.
Kasterbrook, Dr. Albert W. Herzig,
Tom Gobbins, Mrs. M. Ida Suduth,
Mrs. J. H. Young, Daniel P. O'Brien,
Leslie B. van Dusen, Pablo Bravo,
Alfonso P. Flixon, Mrs. Florence
Atly, Mr. and Mrs. M. Orlanes.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s. "City
of Melbourne" are reminded to take
delivery of their goods which will be
subject to rent after September 8.
Consignees of cargo ex s.s.
"Duchessa D'Aosta" are reminded to
take delivery of their goods which will
be subject to rent after September 8.

INDO-CHINA STEAM NAVIGATION CO., LTD

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'ow & S'hai	YATSHING	Sun., 8th Sept. at Noon
T'au via S'ow & S'hai	KWANGSANG	Wed., 11th Sept. at Noon
T'au via S'ow & S'hai	KWONGSANG	Sun., 15th Sept. at Noon
Osaka via Amoy, Shanghai, Moji & Kobe	KUTSANG	Tues., 10th Sept. at Noon
Osaka via Amoy, Moji & Kobe	NAMSANG	Fri., 20th Sept. at 7 a.m.
Osaka via Amoy, Moji & Kobe	YUENSANG	Tues., 1st Oct. at 10 a.m.
Osaka via Amoy, Moji & Kobe	SUTSANG	Sat., 12th Sept. at 7 a.m.
S'pore, Penang & Calcutta	KUMSANG	Fri., 13th Sept. at 3 p.m.
S'pore, Penang & Calcutta	HOSANG	Tue., 24th Sept. at 3 p.m.
Sandakan	HINSANG	Wed., 4th Sept. at 3 p.m.
Sandakan	MAUSANG	Mon., 16th Sept. at 3 p.m.
Tientsin via Wei-hai-wei & Newchwang	CHEONGSHING	Fri., 6th Sept. at Noon
Tientsin via Wei-hai-wei & Newchwang	CHIPSING	Tues., 24th Sept. at Noon

For Freight and Passage apply to:—
JARDINE, MATHESON & CO., LTD.,
Telephone Central 245. General Managers.

HONG KONG TIDE

The tide-table given below has
been obtained by aid of the Tide-pre-
dicting Machine, which includes 40
components for the better prediction
of tides, from the result of the
analysis of the tidal observations
taken at the Kowloon tidal observa-
tory under the direction of Dr.
Dobereck during the years 1887, 1888
and 1889.

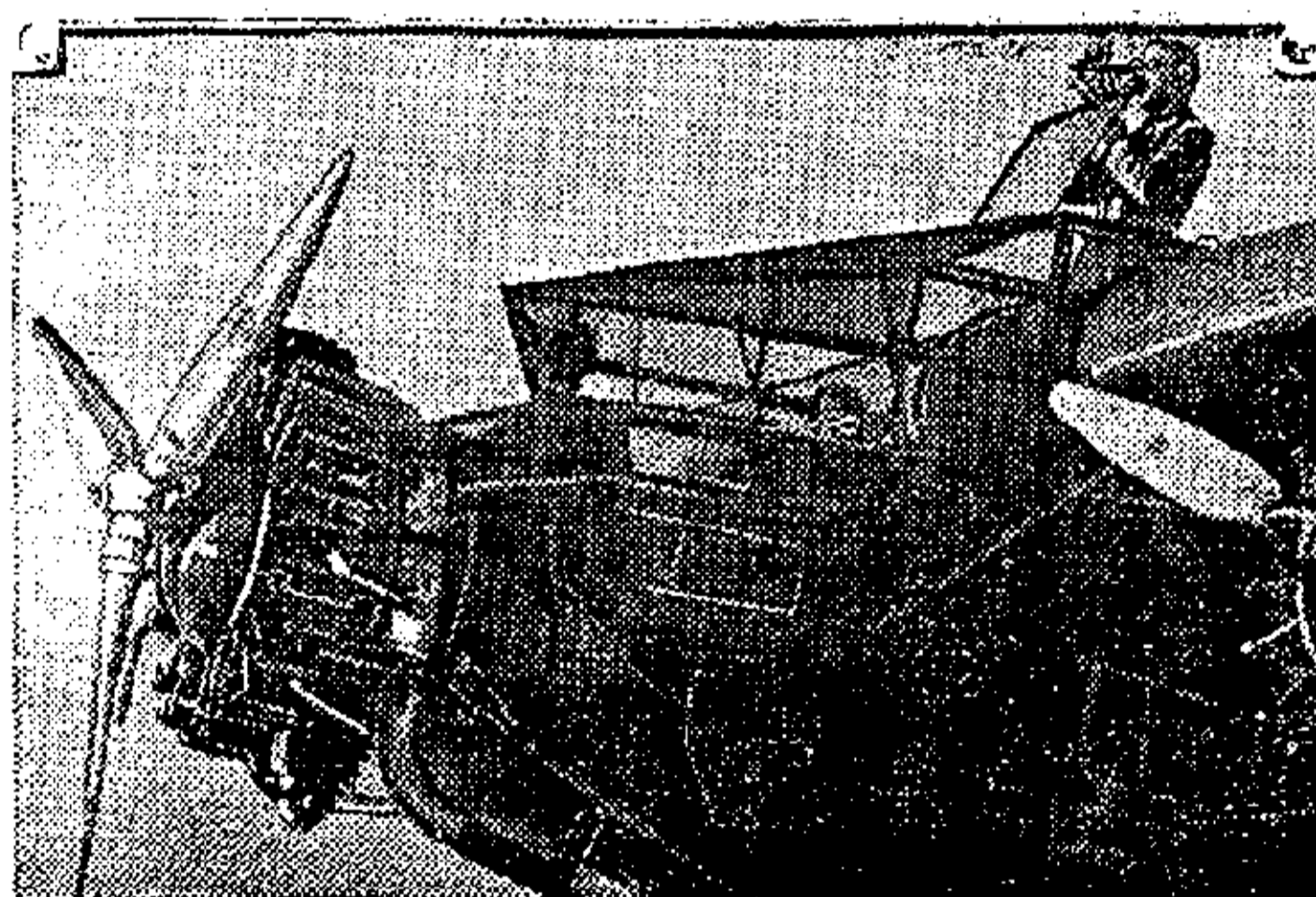
The times and heights are given
for Kowloon; but they may be used
for the Victoria Naval Yard and
Abodeen, the differences being very
small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

September 4 to 10, 1929.

Date	High Water	Lower Water
Sept.	Standard Times	Standard Times
Wed. 4	m 9 53	7 8
Thurs 5	m 10 11	7 2
Fri. 6	m 10 22	7 4
Sat. 7	m 11 14	7 6
Sun. 8	m 11 38	7 8
Mon. 9	m 12 18	7 10
Tues. 10	m 1 03	7 12
Wed. 11	m 1 54	7 14

New Aviation School



A school where students fly as they learn has been organized by the Air
Service of the United States. Above a flyer is shown taking a sight
with a sextant from the forward cockpit of a plane, and below you see
the cabin of a tri-motor Fokker plane recently converted into a "flying
schoolroom." With its aid, students will solve difficult problems.

Plans Employed Capable of Carrying Instructor and Several Pupils

A SCHOOL of aerial navigation which will give
most of what used to be
called "ground school" instruction
in classrooms high above the
clouds has recently been
organized by the Air Service
of the United States Army.

Planes capable of carrying an in-
structor and several students al-
ready have been made. A number of
flights. Emphasis is laid upon "dead
reckoning," (the only means employ-
ed by Lindbergh in his trip across
the Atlantic) and aerial radio. The
students plot their locations at in-
tervals and check results with the
instructor.

In this way operators of airplanes
learn to fly under difficulties; situa-
tions which in "ground school"

could be only hypothetical are ac-
tually met and solved. The mili-
tary pilot must learn to wrestle with
unexpected problems, must learn to
handle his plane safely and reach
his destination against unusual
odds, if he is to be prepared for
the trying flight conditions of war-
time.

The "flying classrooms" will be
installed in a fleet of giant Fokker
planes, with all seats, baggage
racks, etc., removed from the cabin
to make room for navigation in-
struments and comfortable chairs
for the students. The classes will
be taken through fog and cloudy
weather, enabling the neophyte
flier to "fly blind" from time to
time—as must often be done in
schedule flights.

Complete radio receiving and
sending sets are installed. The
radio beacons on flying fields are of
great importance. If, in the cabin,
the beacon's signal flashes "B," it
means that the pilot is off his
course to the right. If it says "A,"
he is off his course to the left, and
when "C" appears he knows that he
is on the right track.

PRESIDENT LINER SAILINGS

ANNOUNCING
SPECIAL REDUCED SUMMER
ROUND TRIP FARES

between

HONGKONG, SHANGHAI, KOBE
AND YOKOHAMA

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Hong Kong, April 1, 1924.

RIVER WATER LEVELS

REPORT FROM BOARD OF CONSERVANCY WORKS OF
KWANGTUNG

(Water Levels in English Feet)

Place of Observation	Highest W. L. on record	Lowest W. L. on record	W. L. 1/9	W. L. 2/9
West River at Shihshing	+41.0	0	17.4	15.3
North River at Tsingyuen	+23.7	0	6.3	5.8
North River at Samshui	+27.3	—	12.9	9.4
East River at Sheklung	+16.2	—3	3.3	2.8

* For August 30

THRILLING DOCK RESCUE

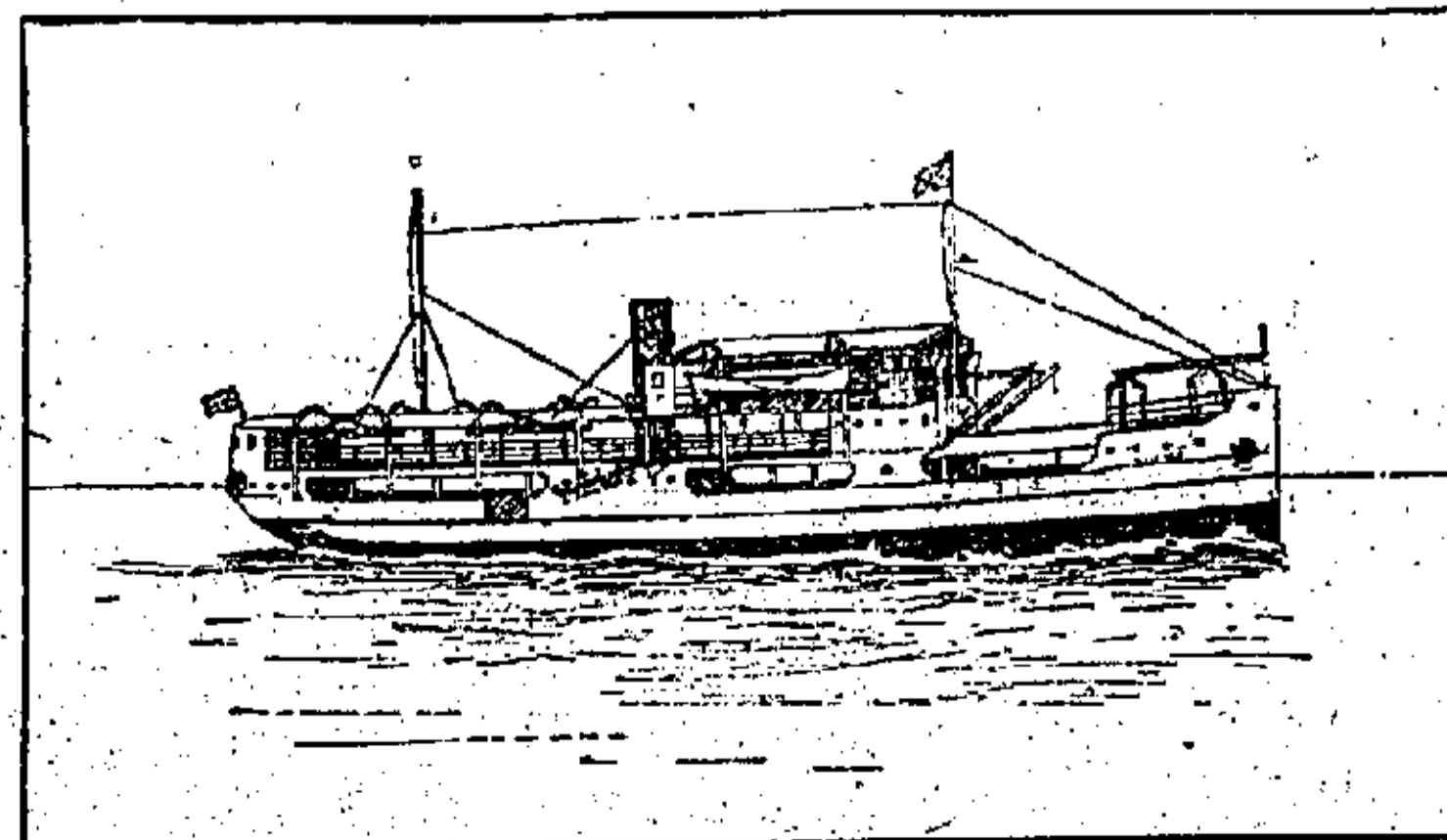
The details of a thrilling rescue at
the Gladstone Dock, Liverpool, on July
26 have been received. When the Cana-
dian Pacific liner, "Duchess of York,"
was entering the Gladstone Lock a
steward, R. Mawson, in attempting to
jump from the steamer to the quay
wall, missed his footing, and fell be-
tween the moving steamer and the
quay. A shore gang rigger, P. Thorn-
ton, immediately scrambled down a
ladder let in on the side of the wall,
grasped Mawson when he came to the
surface, and held him up until such
time when the man was fit to climb the
ladder unassisted. Mawson appeared
to be none the worse for his immer-
sion, and after a change of clothing
was able to proceed to his home.

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Docks and
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SAT. & MON. 14th & 15th Sept. At 9.15 p.m.	TALULLAH BANKHEAD'S LAUGHING SUCCESS "HER CARDBOARD LOVER." By P. G. Wodehouse. From The "Lyric" Theatre, London.
TUES. & WED. 17th & 18th Sept. At 9.15 p.m.	HELEN FORD'S GREAT SUCCESS "THE PATSY." or "MOLLY MAKE BELIEVE" A Comedy of Laughter And Tears From The "Apollo" And "Vaudeville" Theatres.
THURSDAY 19th September At 9.15 p.m.	THE WELL KNOWN PLAY "THE SECOND MRS. TANQUERAY." By Sir Arthur Pinero.
FRIDAY 20th September At 9.15 p.m.	THE DELIGHTFUL FARICAL COMEDY "THE MARCH HARES." From The "Ambassadors" Theatre, London.
SATURDAY 21st September At 9.15 p.m.	THE SCREAMING FARCE "GOOD MORNING BILL!" By P. G. Wodehouse. From The "Lyric" Theatre.

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[The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$16, payable in advance.]

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DEATH
MOOSA. S. K.—Died at his residence, No. 1, Chi Wo Street, Kowloon, on September 3, 1929. —Shanghai, Kobe and Sydney papers please copy.

Hong Kong, Wednesday, Sept. 4, 1929.

PROBLEMS OF PEACE

In spite of the parleys and adjournments which, it seems, must be the lot of every conference, it does at last seem reasonable to hope that a binding agreement has been reached at The Hague. Great Britain's willingness to sign the optional clause of The Hague Statute is no mere "piece of paper" policy, designed to play for time. The clause is one of the most vital steps towards pacification ever submitted, and binds the signatories to submit all disputes and disagreements before an International Court.

It has been the habit of the average man to scorn the League of Nations as aiming at an impossible ideal, but the optional clause will bind the nations of the world in such close allegiance, that the country to break away will have to face the sentence of the International Court. The basic principle of all peace-pacts is co-operation, and the method of the League of Nations has been to forge diplomatic chains which shall bind the nations of the world together in ties of complicity.

The one grave question which has been agitating the horizon of pacification is that of disarmament, and the implication, received in this morning's cables,

that America may go forward with her naval construction programme, and build fifteen additional cruisers approved by Congress, in spite of any British-American agreement, is not a happy augury. The United States, it is suggested by the facts, are loath to disarm themselves of suspicion, in spite of the earnest avowals of Mr. MacDonald and the British Government.

Peace problems cannot be settled after a few days' discussion, and we are faced with the disagreeable thought that the conversations of the Premier and General Dawes on Naval disarmament, to which the Press gave such a rosy complexion, have not, after all, been received in such a sanguinary, wholehearted manner by White House as we would have liked to believe.

The whole attitude of the British Government in regard to The Hague conference, according to Mr. MacDonald, has been one of self-protection. It has also been one of caution, for the future policy of the British Empire cannot be staked on a foolishly generous gesture, which might have to be withdrawn if unfavourable circumstances arose.

A too hasty decision in the matter of signatories is always inadvisable whilst an interested Power declares its ability to disregard an agreement. The honour and self-respect of Great Britain are at stake on this great issue, and until the unconditional agreement of all the Powers concerned has been reached, and an assurance of fidelity to their signatures been given, it were well to walk warily and with both eyes open.

Special expenditure voted for the P.W.D. in 1928 was \$99,700, against an actual expenditure of \$27,636.66.

The sum of \$2,108,515.82 was actually expended on the P.W.D. in 1928, against a total vote of \$3,186,676.

The total amount voted for public works in 1928 was \$11,279,986.00, and the actual expenditure was \$5,601,287.60.

The sum of \$23,883.64 was expended by the P.W.D. last year on works undertaken on behalf of the Naval and Military authorities.

In addition to other expenditure a sum of \$547,227.11 was expended by the P.W.D. last year on work undertaken on behalf of participants in the Praya East Reclamation Scheme. This amount does not include the expenditure on Government's participation in the Praya East Reclamation. The amount of \$124,982.85 expended in 1928 on these works has been included in Extraordinary Works expenditure.

The interior of the World Theatre is being entirely repainted.

"Laugh, Clown, Laugh" starring Lon Chaney, Nils Asther, and Lorretta Young will be shown at the Majestic Theatre, Kowloon, tomorrow till Saturday.

With four previous convictions against her, a Chinese woman hawker was fined \$6 by the Kowloon Magistrate this morning for hawking within the market limits.

A coolie employed by a contractor carrying out work on the new No. 1 Dock at the Kowloon Docks, fractured his forearm yesterday, as the result of a fall of 80 feet from the top of a hill near the new dock. He was removed to the Kowloon Hospital.

Two Chinese were sentenced respectively, this morning to three weeks and three months' hard labour for the theft of a pair of slippers from a stallholder at No. 8 stall, Waterloo-road. The second defendant had two convictions last year.

Three cases of notifiable disease were reported yesterday to the Medical Officer of Health. All were of enteric fever (typhoid), two being Chinese and the other British. One case is from the Shaikwan registration district and the other is from the city.

An unemployed Chinese coolie was arrested yesterday afternoon for the theft of a counterpane, which he is alleged to have pawned, from the C.P.S. "Empress of Asia." The vessel left for Canada at noon to-day, and the case was remanded at the Kowloon Police Court.

The sum of \$2,939,470.85 was expended in 1928 on works charged to Public Works Loan Account, but of this amount \$1,963,358.77 was included in Extraordinary Works in previous years' reports. The balance of \$976,112.08 represents the actual expenditure of works undertaken during last year.

For wasting water at a public fountain in Taku-street, Kowloon, a Chinese was fined \$2 by Mr. T. S. Whyte-Smith to-day. Sub-Inspector G. Stimson told the Magistrate that the defendant had filled a bucket of water, left it there, and let the tap run, till his return from a meal or a sleep!

A cable has been received from Shanghai from Mr. E. C. Thomas, of the Diocesan Boys' School and Mr. T. J. Price, of King's College, saying that they are due in Hong Kong on Saturday. They left Hong Kong six weeks ago for Yunnan and then walked across China to the Yangtze.

Personal emoluments voted for the P.W.D. totalled \$1,236,672 as against \$1,157,430 actual expenditure. Savings were due partly to higher rate of exchange than the one at which the sterling salaries in the Estimates were converted and also on account of vacant posts provided for in the Estimates not having been filled during 1928.

In the annual report for 1928 the Hon. Mr. H. T. Creasy, Director of Public Works, says:—"I have to record with regret the death of Mr. H. T. Jackman, Assistant Director of Public Works, on August 4, on his way to England on retirement after 25 years' service in the Public Works Department. Mr. Jackman acted as D.P.W. on two occasions in 1923 and 1927."

ON RETIREMENT

MR. A. E. WRIGHT LEAVING FOR HOME
P.W.D. OFFICIAL

Mr. A. E. Wright, F.S.I., is leaving on retirement on account of indifferent health. He leaves for Home by the s.s. "Antenor" to-day.

Born in 1880 Mr. Wright came to this Colony in 1903 and has been here ever since except for two short periods at Assam in 1918 and 1920. Starting as Assistant Engineer, Mr. Wright became Executive Engineer in charge of Building Ordinance work in 1911 and after two terms as Acting Assistant Director of Public Works, Kowloon, he was appointed Assistant Director of Public Works this year.

Mr. Wright was also a keen member of the Volunteer Defence Corps. He joined the old Volunteer Corps, became a commissioned officer and also served in the Defence Corps and the present H.K.V.D.C.

Masonic circles will also lose a well-known figure at their gatherings. Mr. Wright was W.M. of Lodge Victoria in 1916-1917, and Z. of Cathay Royal Arch Chapter in 1922.

Yesterday friends at the P.W.D. made Mr. Wright a parting presentation and recently he received a magnificent silver salver from the staff of the Building Ordinance Office.

A Bill, backed by Lord Banbury, provides that power should be conferred upon a court to prevent any person convicted of cruelty to a dog from obtaining a dog licence. The Bill is an amendment to the Protection of Animals Act.

MR. S. K. MOOSA DEATH OF A POPULAR INDIAN CAREER IN COLONY

Mr. S. K. Moosa whose death occurred yesterday, was 41 years of age. He was employed by Mr. J. E. Joseph and had been in his service for a number of years. Prior to entering the service of Mr. Joseph, he was for some time employed in the International Banking Corporation, (now National City Bank of New York), Messrs. Chater & Mody, and at the Colonial Secretary's Office.

Mr. Moosa had been suffering from a growth in the head and had been confined to bed for some considerable time.

He leaves a widow and three children, and is also survived by three brothers and a sister with all of whom much sympathy is felt.

The deceased was a popular member of the Indian community.

The funeral will leave his residence No. 1 Chi Wo Street, Kowloon, to-day at 4.30 p.m. and will arrive at the Mahomedan Cemetery, Happy Valley, at 5.30 p.m. for interment.

AIRMAN'S DEATH

(Continued from page 1.)

Son Asks for Papa

After all hopes had been abandoned, a most pathetic message was sent out by the British Wireless Service which stated that in spite of persistent queries from her baby son about his father's absence, Lt.-Comdr. MacDonald's wife showed remarkable fortitude. She is the sister of two famous race-horse trainers—Mr. S. H. Darling, of Newmarket, and Mr. Fred Darling of Bechampton.

"Moth" Stocks Inflated

It would also appear that the disastrous flight of the unfortunate airman had helped to inflate the value of the stock of the "Moth Aircraft Corporation." At the time when Lt.-Comdr. MacDonald set off, a message from Wall-street, New York said that two banking houses in Wall-street had announced the issue of the stock of the "Moth Aircraft Corporation" at a cost of about \$900, at which figure many had been sold.

Lt.-Comdr. MacDonald's father was an old resident of Hong Kong. He left for Home in 1915, soon after the War broke out. During his stay here he was Major in the Hong Kong Volunteer Defence Corps, and at one time in command of the corps.

CORRESPONDENCE

COOLIE GASED—COMPANY'S EXPLANATION

[To the Editor of the "China Mail"]
Sir,—With reference to the report in your issue of the 31st ult. of a coolie working alone and being gassed, I would like to state that at no time is a workman sent out alone to such jobs as that concerned. The coolie admits he disobeyed instructions as he was left on the job to look after the tools and trench opening while the fitter and a second coolie went to tiffin, but, wanting to get his day's job over early, he attempted to do some of the fitter's work with a very unpleasant result to himself.

On behalf of this Company I would like to thank Inspector Field for his timely assistance.

Yours, etc.,
L. J. BLACKBURN,
Engineer and Manager.
Hong Kong, Sept. 3.

PREPARED TO DIE

SEQUEL TO MURDEROUS ATTACK

ALLEGED ASSAILANT IN COURT

It was the early hours of August 11, the Tsui Yick Guild, West Point, was the scene of a murderous attack by a Chinaman on three men who were sleeping on the premises. One of the victims has since succumbed and the alleged assailant was brought before Mr. E. W. Hamilton at the Central Magistracy yesterday, on a charge of murder.

Mr. H. Somerset Filmer, Assistant Attorney-General prosecuted and the prisoner was not legally represented.

Asked if he understood the charge against him, the prisoner, an elderly man, replied with a smile, "Yes, I have made and signed my statement already."

Jail Office Attacked

Regarding prisoner's sanity, Dr. A. Cannon, Medical Officer, Jail and Morfary, stated that the prisoner had been under observation for ten days while in prison and witness observed no symptoms of insanity and none had been reported to him. Yesterday morning, however, prisoner savagely assaulted an officer of the prison with his chopsticks. Dr. Cannon indicated that under those circumstances he would like to put the prisoner under observation again. Prisoner had been extremely frank when asked about the incident in the jail and had admitted the assault.

The Magistrate asked the prisoner if he had any questions to ask the witness all by which he replied: "I don't want to ask the doctor any questions, as I am quite prepared to die."

The hearing was adjourned.

ROUND THE CINEMAS

"FREEDOM OF THE PRESS" IN AMERICA

FIGHT AGAINST UNDERWORLD

Every Press man in the Colony will doubtless say that the picture, "Freedom of the Press," shown for the first time at the Queen's Theatre yesterday, is a fine film and well worth seeing. It is a subject "right up his own street," as the saying goes, and, therefore, he must show some natural bias. To watch a great daily newspaper in the throes of actual production, to see the printing machines turning out thousands of papers with sensational headlines, to watch the news boys selling and the public buying copies—all provide keen zest for the average journalist.

What of the Public?

But what of the public, to whom the inside work of a daily newspaper cannot convey much, and who may be wearied by the intricate details and complexities of producing and printing? Well, the answer was forthcoming in the close interest with which a crowded house followed the film yesterday and actually gave a vocal demonstration when they applauded the success of the paper in "coming out on time" whilst the building was on fire. The motto of "Loyalty," fearlessness, and truth, gained for "John Ballard," the Editor and publisher of the "Free Press," a host of friends and admirers in the cinema, just as in the story it gained for him bitter enemies in the underground world and amongst the crooks in higher places in municipal life.

Evils in Civic Life

The scenes depicting the fight for the freedom of the Press are not overdone in the film; in fact, they ought to give the public in better idea of the difficulties of a "clean" Press in the daily combat with the forces of evil in civic life. Naturally there is interwoven that thread of romance that makes a picture really popular with the crowds who frequent cinemas, but even they were treated to an unusual phase that made the bill of fare taste all the sweeter.

Both Press and public yesterday were agreed that "The Freedom of the Press" is a fine effort in the art of cinematography, and all concerned in its production are to be commended.

At the close of the picture—Mr. Torcat's Roosters occupied the stage of the Theatre and gave another very clever performance.

Readers may be reminded of the matinee by the Roosters at 2.30 on Saturday.—J.T.D.

"HOT HEELS"

Rolling Film At The World

Laughter, jollity and love, go to make Glenn Tryon's "Hot Heels" a rollicking picture. It will be shown for the last time at the World Theatre to-day. Tryon's abilities as a clever comedian are shown to the full, when he is seen as the Squeedunk Hotel owner, forced into bankruptcy as the result of buying a contract to keep Patsy Ruth Miller and troupe, and by a fake telegram he takes them to Havana. The love-making of Glenn on the liner is hilarious.

At Havana, the manager of the show, a notorious confidence man, spins a tale that the theatre has burned down. The next interesting incident is the Havana Steeplechase, which Tryon's "Hot Heels" enters. But the jockey is hurt before the race begins. Patsy offers to ride it but Glenn refuses. Then the race is seen in full swing—everybody excited—a surprise victory in Hot Heels, then the embrace of Glenn and Patsy brings the finish.

"SHOW PEOPLE"

An Unusual Story of Hollywood

King Vidor, who scored his first big success with "The Big Parade" and followed that by "The Crowd," has achieved an entirely different type of picture, although a very interesting one, with "Show People," which will be shown at the Queen's Theatre from tomorrow to Saturday.

The picture, which co-stars Marion Davies and William Haines, is a highly humorous inside story of the making of a screen star in Hollywood and has given the members of the motion picture colony (many of whom gave their time and services as "atmosphere" in the production) many a laugh.

The picture contains many interesting scenes of pictures in actual production together with intimate glimpses of the stars at work.

Charlie Chaplin, Douglas Fairbanks, John Gilbert, Mae Murray, and many other famous screen players provide "atmosphere" during sequences when they appear as "extras."

LILIUS CASE

ALLEGED FRAUDS ON SHOPS

Before Mr. T. S. Whyte-Smith at Kowloon Magistracy yesterday, Aliko E. Lilius, 39, an American citizen, described as a journalist, who was ex-governor of Singapore, was charged. The charges concerned debts contracted by obtaining goods and credit to the extent of \$175.50 from the Pioneer Silk Store, Peninsula Hotel, Kowloon; \$50.60 from Ahmat Din, tailor; \$137 from Sheriff Bros.; \$97.05 from the Excelsior Co.; and \$32.50 from the Rattan Ware Co., all by alleged fraud.

The hearing was adjourned after evidence had been given by Mr. E. Arreger, assistant manager of the Peninsula Hotel.

THEATRE ROYAL

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TONIC WINE

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FANLING MURDER

FURTHER DETAILS OF THE
OUTRAGE

GLAN FEUD SUGGESTED

Further details were available yesterday afternoon concerning the murderous outrage on the Tang family at Fanling. It now transpired that the Tangs, who are from the Waichow district, had made their fortune in Lima, Peru, from whence they returned about two years ago.

The house where the alleged bandits raided were occupied by two brothers and their families. The elder brother, Mr. Tang Kwan-leung, is the head of the Koon War Tai firm, and the younger brother, Tang Shi-ling, was the one that was foully murdered. In all there were about 30 in the house at the time.

Revenge The Motive

It was suggested that the motive of the outrage was revenge. The assailants, about 20 in number, were all natives of the same district as the Tang family, and it was said that the fact the deceased Tang had married a Peruvian lady did not find favour among his compatriots. It was also thought that inside assistance had been given to the attackers.

The assailants arrived at the house shortly after midnight and surrounded the place. The robbers were stated to be heavily armed, each carrying a stock Manner pistol and plenty of ammunition. Others were seen to carry rifles, while the sporting guns, which the deceased picked up on being aroused, were also taken by the robbers. The robbers were all masked and wore black clothing.

Wall Scaled

The wall was climbed by means of an improvised ladder constructed of two branches, with three steps nailed and others tied with cord. By means of this certain members of the gang gained access to the back courtyard and broke down a light door leading into the backyard. The back door of the house, some few feet away, was also forced open. This door, however, was bolted top and bottom with a Yale lock in the centre. It was also of wood like the other door and the robbers had no trouble in breaking it down. The bolts were forced and the lock broken by a revolver shot.

Shot in Cold Blood

The elder brother and his family occupied the second floor of the house, while the younger brother lived on the ground floor. The latter's wife was the first to be aroused by the report of the shot and the cries of the gardener.

She woke her husband, who got up and picked up his two sporting guns. He was just donning his jacket when three men entered the room. They pushed the husband out into the passage way, and the wife, who ran back into the room owing to the terrified cries of her baby, heard the report of a shot.

\$1,000 in Cash

She did not know it was her husband who had been shot in cold blood, and she picked up her child and ran upstairs by the front stairway. She recollected passing a form lying in the passage way but did not know that it was her husband's body.

The robbers divided themselves and ransacked the whole house. Ten men searched the rooms on the ground floor while the others attended to the upper floors.

The robbers went away with \$1,000 in cash, several articles of jewellery and the gardener and Tang Fong, aged 16, a son of the elder brother of the deceased. The son was dressed in European clothes and is a student of the Diocesan Boys' School. The gang left the house by the front gate, which they broke open, and headed towards the Chinese border.

Gardener Released

It has been reported that the robbers made their escape by means of a motor-car which was waiting for them. This, it now appears, was the impression of the Indian guard of the house, who claimed that he fired at the car. Three Indian Police constables on duty at the junction of the road near the residence of Mr. Leo d'Almada, sen., were also stated to have fired at the robbers expending over 50 rounds between them.

What actually occurred was that a party in a car were stopped by the robbers who took away an electric torch and \$2 before allowing them to proceed. The robbers marched North to the Chinese border which is but an hour's walk from the scene of the crime.

No arrests have yet been made but the gardener returned to the house yesterday afternoon and said that he was released on the Chinese border.

The body of Mr. Tang Shi-ling, has since been removed to the Kowloon Mortuary. There is a wound on the left side and a bullet passed through the heart and emerged from near the arm pit.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/11 1/2
Bank, on demand	1/11 3/16
Bank, 30 days' sight	1/11 1/2
Bank, 4 months' sight	1/11 1/2
Credits, 4 months' sight	2/- 1/2
Documentary 4 months' sight	2/- 1/2
On Paris—	
On demand	1197 1/2
Credits, 4 months' sight	1272 1/2
On Berlin—	
On demand	—
On New York—	
On demand	46%
Credits, 60 days' sight	48 1/2
On Bombay—	
Wire	129 1/2
On demand	129 1/2
On Calcutta—	
Wire	129 1/2
On demand	129 1/2
On Singapore—	
On demand	83 1/2
On Manila—	
On demand	94
On Shanghai—	
On demand	82 1/2
30 day's sight (private paper)	—
On Yokohama—	
On demand	99 1/2
Gold Leaf, 100 fine (per taol)	—
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Copper Cents	8% Prem.
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Chinese Sub. Coin	25 1/2% dis.
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REFUSE ON BEACHES

QUESTIONS ASKED AT
SANITARY BOARD

OFFICIAL REPLIES

At yesterday's meeting of the Sanitary Board, Mr. Wong Kwong-tin asked:

"Has the attention of the Head of the Sanitary Department been drawn to the comments in a Chinese newspaper on the subject of refuse washed up on the North Point Bathing Beach in which it is suggested that this may be refuse removed by the Sanitary Department; and will he say if in his opinion there is any truth in such a suggestion?"

The President.—The articles in the Chinese newspapers have been brought to my notice. I have consulted the Deputy Harbour Master regarding the flow of the tides in the harbour and it seems quite impossible for refuse dumped at sea by the Sanitary Department barges ever to reach North Point.

A chart of the harbour is on view. Refuse is dumped off the island of Kau I Chau, the position having been chosen after consultation with the Harbour Master many years ago. The set of the tides together with the flow from the Canton river normally takes the refuse down the West Lamma Channel. A little may go down the East Lamma Channel. At certain states of the tide the refuse at first travels north until it meets the river flow when it is swept right out to sea. Even if it entered the western end of the harbour it could not reach North Point before the next tide would sweep it out again. It has never been seen east of Stonecutters Island.

I can think of no way in which refuse dumped at Kau I Chau could reach North Point unless it encircled the island and entered by Lyemun, which, I think you will agree, is, to say the least, unlikely.

Three questions by Mr. M. K. Lo were then dealt with by the President as follows:—

Is the Head of the Sanitary Department aware that refuse is now being carried with the incoming tide to the bathing beach by the South China Athletic Association Bathing Shed, Quarry Bay?

The President.—I understand that some refuse has been seen on the bathing beaches at North Point and Quarry Bay.

Have any, and if so, what, steps have been taken to prevent refuse, which is removed for disposal in the open seas, from being carried back to Hong Kong by tides?

The President.—The place of dumping was chosen in order to prevent refuse being carried back into the harbour. I have every reason to believe that none low enters the harbour.

In connection with such steps, floats have been used to determine the current and direction of the tide carriage; and such floats negative the theory that refuse is carried back by incoming tides, has the possibility of such wooden floats being picked up by fishermen for use as firewood, etc., been taken into consideration, and in any case, will the Head of the Sanitary Department investigate into the existence of rubbish in the bathing beach above indicated?

The President.—The experiments carried out with floats a few years ago may not have been conclusive because of the possibility suggested. I had intended making similar experiments this year with non-inflammable floats,

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H.K. Steamboats

H.K. Tugs & Lighters

Indo-Chinas (Pref.)

Indo-Chinas (Def.)

Shell Transports (old)

Shell Transports (new)

Union Waterboats

Mining

Benguets

Kallan Mining Ad.

Langkats (comb.)

Langkats (single)

Shanghai Exploration

Shanghai Loans

Raubas

Tronoh Mines

Docks, Wharves, Godowns, &c.

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H.K. & W. Docks

China Providents

Hongkows

New Engineerings

Shanghai Docks

Cotton Mills

Ewo Cottons

Shanghai Cottons (old)

Shanghai Cottons (new)

Zongong Sings

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Shanghai Lands

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H.K. Realities

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but illness prevented me from carrying out the scheme. I will try and arrange for further experiments to be made next year.

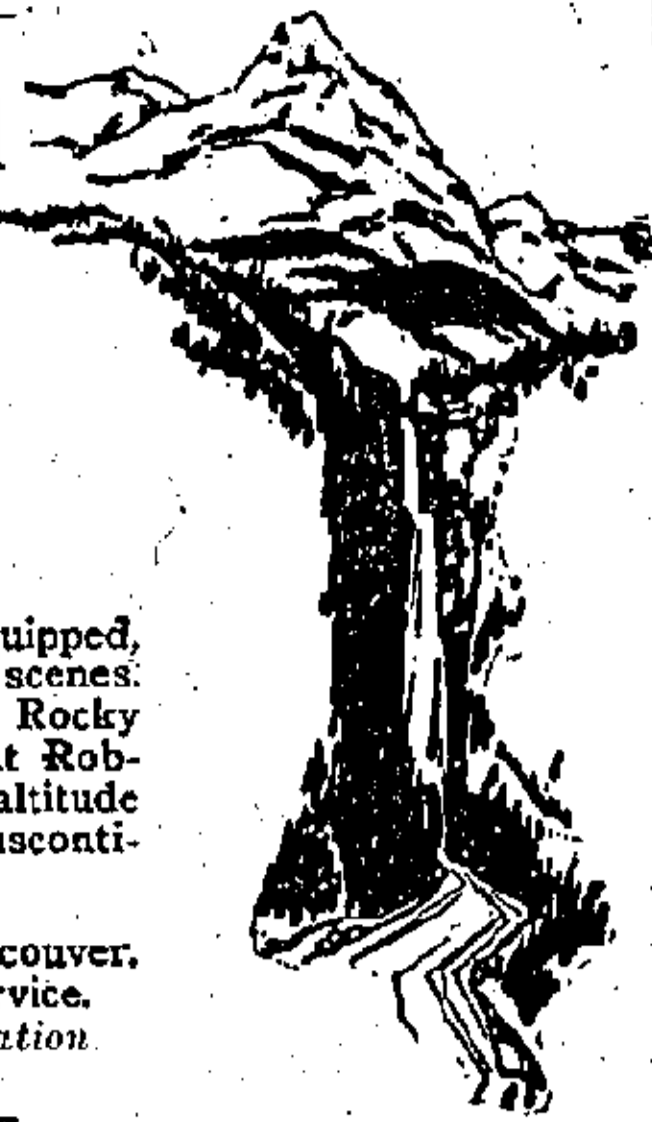
The refuse found at North Point Bathing Beaches must have come, in my opinion, either from the large junk population at Shaokwan, or from steamers entering the Harbour. A further possibility arose in my mind, namely Whitfield Dust Boat Station, where a little refuse might drop into the sea in loading the barges, until I remembered that this Station has been closed for repairs for over six months. At the new well-designed dust boat station on the Praya East Reclamation I feel sure such losses or refuse are negligible. So that I am left with two possible sources only, junks at Shaokwan, and incoming steamers. I will bring the latter to the notice of the Harbour Master.

Further Discussion

Mr. Lo said that arising out of the answers to his questions, which he could not say he had grasped completely, he asked whether he was to understand that the President had made inquiries and found that there was refuse on the beach referred to.

Mr. Carrie replied that he had no reason to doubt that there was. He had taken Mr. Lo's word for it, and did not actually make investigations.

Mr. Lo remarked that he hoped that the President would cause inquiries to be made, and if it was found that a considerable amount of refuse was being dumped in the vicinity of the beach, to order necessary steps to be taken to abate the nuisance.

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Sport Columns

FOOTBALL

MATCHES IN ENGLAND AND SCOTLAND

NARROW VICTORIES

London, Yesterday.
The following matches were played to-day:
Division III—North
Southport 4 Carlisle 3
Rochdale 2 Chesterfield 1
Scottish League
Rangers 1 Queen's Park 0
—Heuter.

TENNIS

OPEN INVITATION TOURNAMENT ENTRIES

SINGLES AND DOUBLES

For the Chinese Athletic Association Invitation Tennis Tournament (open to all comers) the entries for the Single and Double Championships are very satisfactory. There are about 14 players for the single and 12 pairs for the doubles. More entries are expected to come in. Practically all the best players of the colony have entered in the two events.

Singles

M. W. Lo; S. A. Ramjahn; T. Honda; E. F. Fincher; H. D. Ramjahn; H. Lo; S. E. Green; C. Bodiker; Yosida; W. Hardy; Lu Tak-cheuk; K. L. Ho; Lim Bong-so; John Lim; and others.

Doubles

S. A. and H. D. Ramjahn; T. Honda and Yosida; M. K. and M. W. Lo; E. F. and E. C. Fincher; H. Lo and C. Choa; S. E. Green and C. Bodiker; G. Richardson and W. Hardy; Lu Tak-cheuk and Chiu Tsun-chiu; Lim Bong-so and John Lim; and others.

Two players of note have arrived from the Straits specially for this tournament. They are Lim Bong-so, runner up to Khoo Hoo-hye in the All Malay Championship, 1929, and John Lim, third ranking Chinese player in the Straits. They will play in the singles and doubles. Khoo Hoo-hye is prevented from coming by business but he may be able to turn up on the 15th inst. when exhibition matches will be arranged for him.

Entries for these Open Events will be closed at 5 p.m. to-day with either the Chinese Athletic Association or Mr. K. L. Ho, c/o China Sports, 16 D'Aguilar Street by that time.

The draw will be announced on Saturday, and matches will begin on Monday.

McEACHRAN AND SUMMERS DEFEATED

Only one match was played in the Hong Doubles tennis tournament yesterday, this being between J. S. McEachran and J. Summers (owe 15/3) of the Chartered Bank, and A. D. Humphreys and R. Valentine (owe 15/3) of Messrs. Dodwell's. The latter pair won in straight sets, the final scores being 6-3, 6-4.

OFFICIAL DATES FOR SWIMMING & TENNIS

With reference to the open events of the Chinese Athletic Meeting to take place at the new Reclamation Ground, North Point, the following are the times and dates on which each event will take place:—

Swimming (Open)
September 6, at 10.15 p.m.—100 Metres Free Style (Heats).
September 7, at 9.00 p.m.—100 Metres Free Style (Final).
Track (Open)
September 7, at 4.15 p.m.—1,600 Metres Relay.
September 8, at 2.45 p.m.—300 Metres Relay.

Tennis (Open)
Sept. 9.—Singles (1st Round).
" 10.—Singles (1st Round).
" 11.—Singles (Semi-Final).
" 12.—Doubles (1st Round).
" 13.—Doubles (Semi-Final).
" 14.—Singles (Final).
" 15.—Doubles (Final).
Matches will be played from 3 p.m. to 7 p.m. each day except on the 15th, when the match has to be finished before 4 p.m.

BASEBALL

GOIS SCORE OVER CHINESE IN FRIENDLY SET-TO

[By "Bingle"]
In a friendly set-to the ball nine from U.S.S. "Guam", defeated the South China outfit yesterday at Caroline Hill. The game throughout was characterised by good ball craft, and both gangs played the really old ball game. Scheduled for seven frames, the decision could not be arrived at until an extra stanza was played.

The Chinese team was leading by two runs up to the seventh, when the Gois worked themselves to a level. An extra inning was called, and the sailors got the deciding run. The final score was 4 to 3.

This afternoon the sailors will play the Japanese team at 4 o'clock.



Tony Canzoneri is shown here working with a sparring partner in his Garden of Allah camp, near Chicago, where he is training for his bout with Sammy Mandell, lightweight champion, at Paddy Harmon's Chicago Stadium.

PROVIDENT FUND

AN ALLEGED INJUSTICE IN MALACCA

Once again what has always appeared to us to be the "immoral" outlook in regard to institutional provident funds has cropped up, says the "Singapore Free Press" of August 21. In Malacca a Municipal employee was convicted in the local court of receiving an illegal gratification, was sentenced and was dismissed from service. The question then arose in Municipal Commission according to the report in the "Malacca Guardian" as to what was to happen in regard to his Provident Fund contributions. It seemed that it was generally agreed that in any case the Municipal contribution towards the employee's Provident Fund account must revert to the Municipality.

That seems a course of action for which sound arguments might probably be discoverable. After that however, the question remained as to what was to happen to the employee's own contributions, and it is in regard to these that the same spirit of despoilment and injustice prevailed which has been noticeable in previous similar cases elsewhere. In the first place it was stated that everything was forfeited automatically unless the Commissioners decided to return it.

Starting Suggestion
In the second place the President made the startling suggestion that "none of the money should be returned but that some of it should be diverted to payment of the man's debts." Exactly what right the President imagines he has to dictate to a former employee, merely because he happens to have committed an offence, how his savings should be arbitrarily disposed of, Heaven alone knows—unless perhaps it be Hell where such an idea might well be conceived and brought forth. In any case this extraordinary conception was apparently abandoned because it was eventually discovered that the money "could only be retained in the Fund or returned to the offender."

In common justice there is only one course which can be rightly pursued in these cases and that is the return of the money to the person to whom the money belongs. Any other course makes the body concerned a moral, if not legal, offender that is to say, as is now generally the case, the particular fund is a "Provident Fund" and not a Provident plus Guarantee Fund.

Punished Three Times
What happens in so many of these cases is that the offender is actually punished three distinct times for the same offence. First of all he is tried by a properly constituted Court and punished. Secondly he is dismissed from his



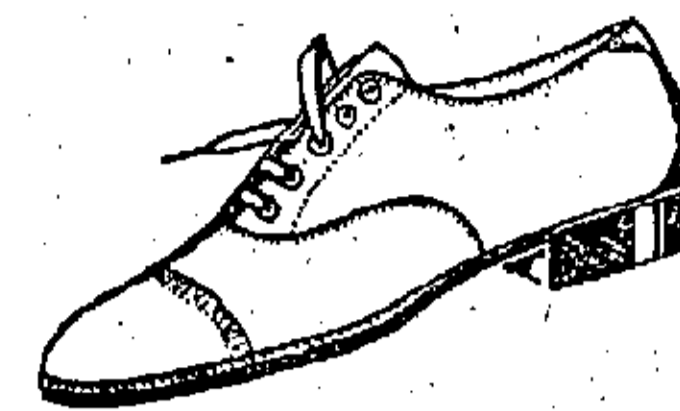
Betty Carstairs, noted British sports-woman, arrived at New York recently on route to Canada where she gave thorough tests to her new speedboat "Estelle IV" which has entered in the Detroit Labour Day International Harmsworth Races.

employment. Thirdly his savings, which have no particle of relationship to his criminal doings, are forfeited. And it should always be remembered that these savings are not voluntary savings. They are a forced contribution upon which his employment depends. Thus he cannot be an employee unless he agrees to join the Provident Fund, and it is easy to see that this provision, originally intended as a well-meaning rule to ensure thrift, can become nothing more than an instrument of unbearable tyranny. There can be no shadow of doubt in the mind of any upright man that contributions which are paid in for "provident" purposes, are sacred from confiscation or retention merely because their owner has lapsed from grace.

Also a Guarantee
We are not aware of course of the particular rules of the Malacca Municipal Provident Fund and it may well be that they contain provisions which make the fund in reality a "Provident cum Guarantee Fund" and if that be so the actual application of this Malacca instance may be wide of the mark. But our wish is not so much to call attention to the Malacca instance as to protest against that spirit which is so ready to extend the area of a man's lapse into crime over his whole existence, by decreeing that savings—which he has made in all good faith before ever he was tempted, or even perhaps contemplated the possibility of being tempted—are tainted by his temporary fall from grace. We have hazy notions that it is one of the most ancient principles of English law that a man should not be penalised for crime by sequestration of his means of earning, and it

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seems very much on all fours with such a principle that a man should not be penalised for crime by sequestration of savings made during his innocence which have no connection with his crime. If institutions, or industries, or public bodies or firms want to ensure the safeguarding of their employees' honesty they can provide for that by definite Guarantee Funds or proper securities but it has always appeared to us a detestably unfair practice to estreat savings which are plainly made for provident purposes as a penalty for misdemeanour. It is possible this distinction is adhered to in the Malacca case and that the use of the term "Provident Fund" was ill-advised and we hope it was so, but that apart there still remains in some quarters a sufficient tendency to believe this unjust hold over employees is commendable, to justify a vigorous protest against the principle.

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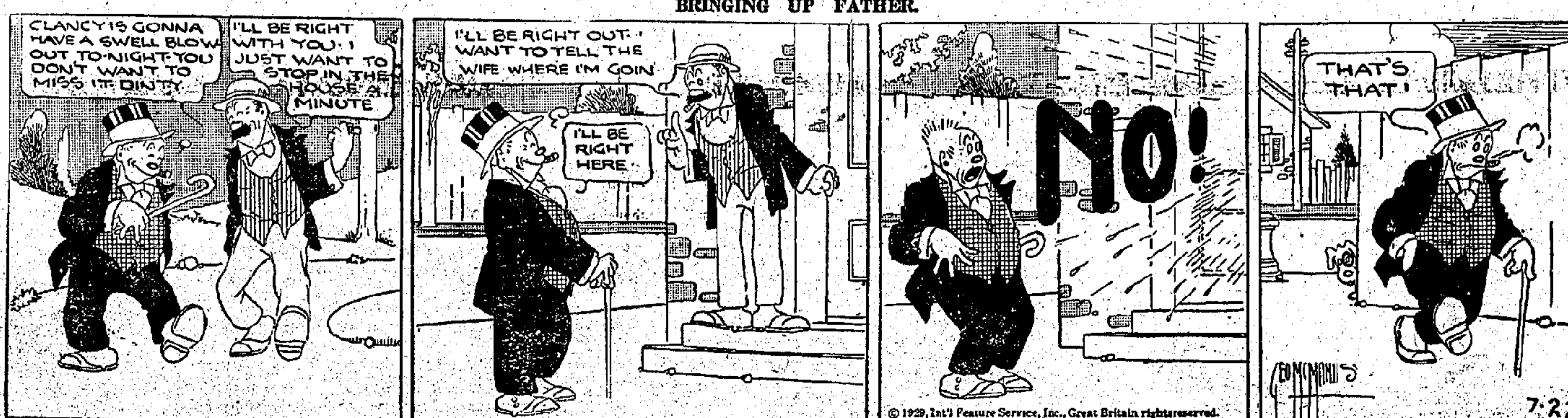
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World News In Pictures

Leaves Leathernecks



Forty-five years with the Marines is enough for any man, even Major-General John A. LeJeune, who retires from the corps after distinguished service in practically every land during his career.

Bankers at Bar of Justice



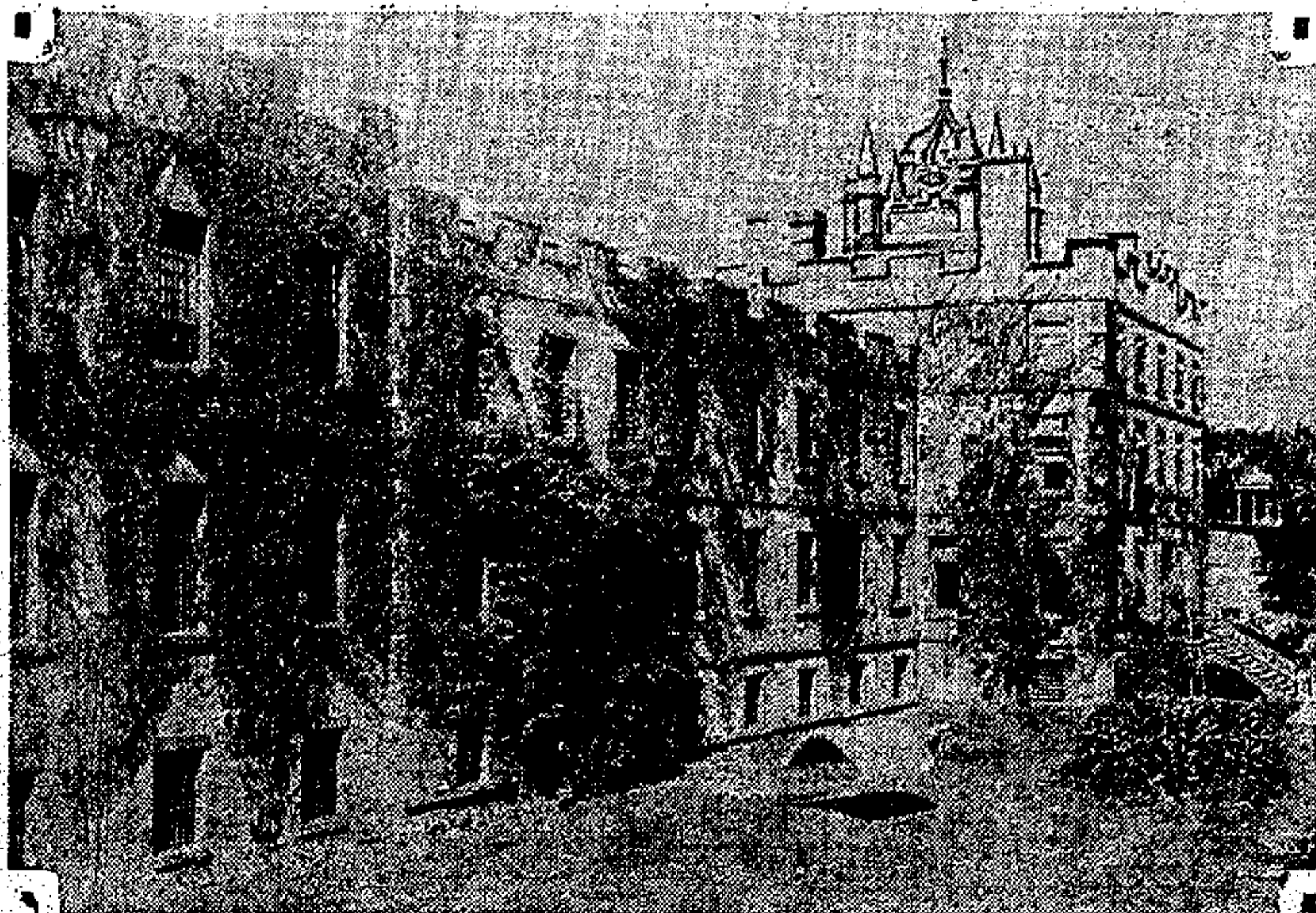
Here are the famous four Clarke brothers photographed as they faced the court in General Sessions, New York. More than 200 depositors attended the meeting in a courtroom in the Federal Building and heard Federal Attorney Charles H. Tuttle speak with optimism of the possibilities of recouping part, at least, of the \$5,000,000 deficit. James R. Clarke pleaded guilty to the State's charges, dramatically accepting the blame for the crash and promised to turn over all his property.

Just Another Thrill



Miss Amelia Earhart is shown being lowered for a deep-sea dive from the privately-owned submersible Defender. A slightly different type of suit was this to the aviation outfit to which she is accustomed. Right: Amelia Earhart in diver's outfit. Coached by Frank Gilly, noted deep-sea diver, Miss Earhart stayed under surface more than twenty minutes.

Fire and Death Sweep Prison



The photograph above shows the exterior of Auburn Prison at Auburn, N.Y., built 121 years ago. An armed revolt raged for six hours within these walls while 1,700 convicts sought to shoot their way to liberty. Every building was set afire and all communications cut off. Massed attacks on the gates were repelled by the guards with the aid of the State troopers, national guard, police and fire departments. This second outbreak was a repetition of the attempted revolt at Dannemora, but the leaders had learned their lesson from the defeat of that uprising and they came closer to victory. Thirteen guards were shot, two convicts were killed and four escaped.

Strike Trial Judge



Sitting in a special term of Gaston County, Ga., Superior Court, Special Judge H. H. Sink will conduct the trial of fifteen men charged with murder in connection with the killing of Chief of Police Adolph of Gastonia, N.C. The chief met his death during a riot of striking mill hands.

Tried for Manslaughter



Richard Joshua Reynolds, 23-year-old American tobacco multi-millionaire, attracted the attention of British society to Old Bailey, when he was placed on trial on the charge of having killed a motorcyclist while driving his automobile in Buckinghamshire. Police claimed that Reynolds was intoxicated. Many of the most famous British bar-riesters were concerned in the trial.

Two Girls Murdered?



Lack of information regarding the deaths of Miss Cecile Corbellier, organist at St. Joseph's French Catholic Church of Haverhill, Mass., and her friend, Mrs. Yvonne Corveau, of Lawrence, Mass., is baffling all police efforts. An autopsy will be followed by an inquest into the deaths, also continued questioning of the two male companions of the girls on the night they were drowned.

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Princess to Wed



Gottfried Herman, Alfred Paul Maximilian Cister, Prince of Hohenlohe-Langenburg, the dashing German Prince, who six months ago gave up all hope of marrying Mrs. Gloria Morgan Vanderbilt, has won the heart of beautiful Princess Hleana of Roumania (above). Princess Hleana is visiting him at the ancestral Hohenlohe Castle in Sigmaringen, southern Germany.

RADIO

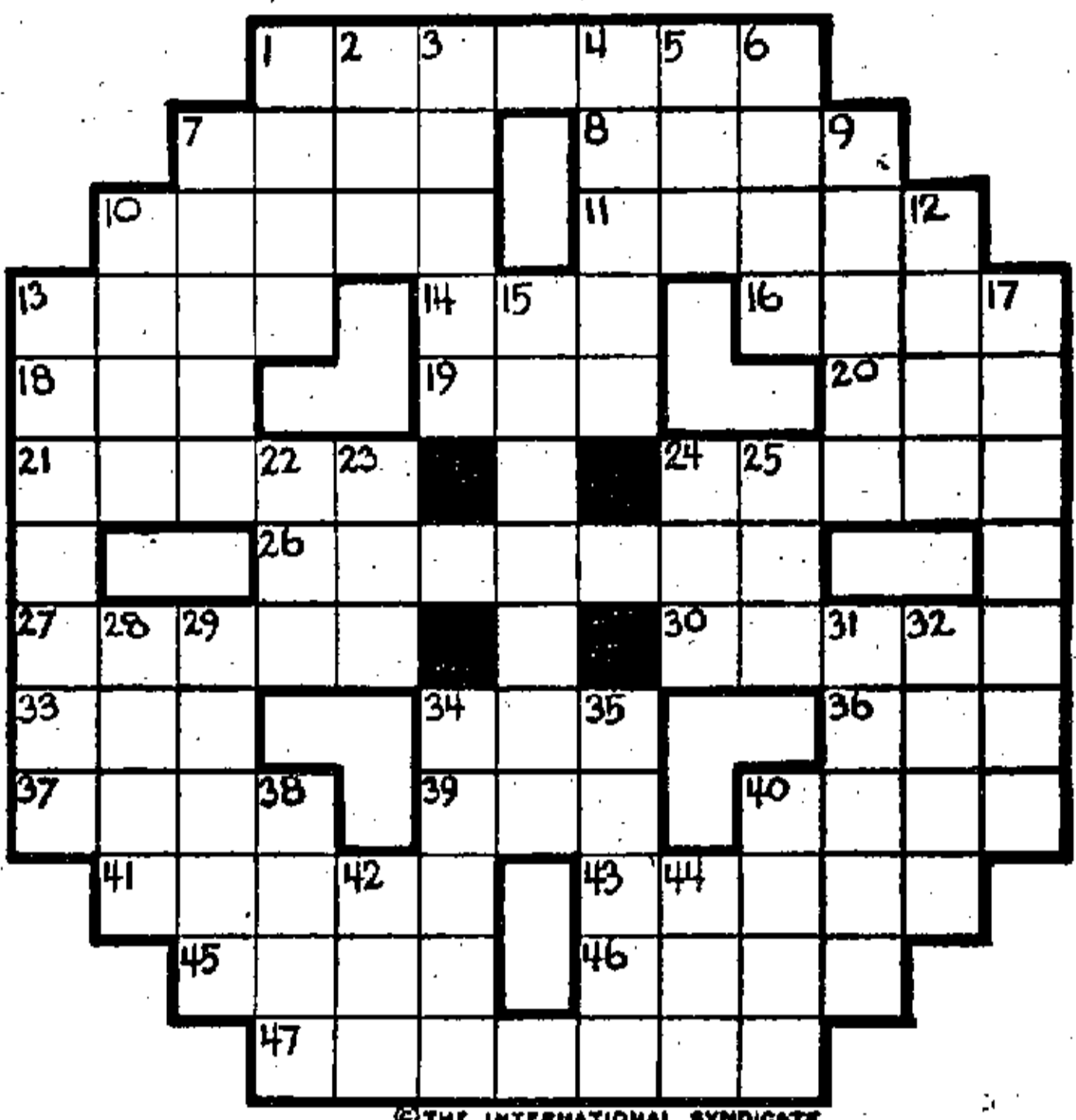
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, picnic, and altho.)



HORIZONTAL
1-Precious stone
7-Storehouse for hay
8-The lowestebb
10-An indestructible unit
11-To erop
13-A worm-eating mammal
14-Before
15-The god of love (Gr. Myth.)
16-A wrinkle part
18-Rigid
20-A golf term
21-Plunder
22-To sew
23-Covered with wax
27-An item in one's property
30-Feminine name
33-A letter of the alphabet
34-Number
36-Observe

HORIZONTAL (Cont.)
37-Ireland (poetic)
38-Point of compass (abbr.)
40-Joyous
41-Crowing out
42-Native of Greece
45-Famous English school
46-A dwarf
47-Daughter of Laomedon (Gr. Myth.)
VERTICAL
1-Native of Denmark
2-Masculine name
3-Mountain in S. America
4-Attack
5-Ensnare (abbr.)
7-Pertaining to a bolt
9-Elements
10-To cast off
12-Bard

VERTICAL (Cont.)
13-Treatment consisting of kneading the body
15-Narrative
17-Bolled
22-Freeze
23-Fondle
24-Insect
25-Augment
26-To wither
28-A river in N. W. France
31-A little island
32-A large East Indian tree
34-Numbers whose names end in teen
35-Native of Africa
38-Masculine name (abbr.)
40-Masculine name (short)
42-Part of body
44-Propel

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

AUGUST RAIN

OVER 20 INCHES AT BOTANIC GARDENS

At the Botanic Gardens in August the rainfall registered was as under:-

August	Inch.
1	.96
2	1.05
3	.04
4	.36
5	.32
6	.43
7	.01
8	.00
9	.36
10	.00
11	.00
12	2.23
13	.25
14	.94
15	4.32
16	1.34
17	1.70
18	.00
19	.47
20	.00
21	.18
22	3.02
23	.01
24	.00
25	.00
26	.02
27	.01
28	.00
29	.00
30	.03
31	1.93
Total	20.07

In the year ended March 31 last the rates collected in Wandsworth totalled \$1,537,988 18s. 3d., and the rates lost were only \$961 19s. 10d., 66 of the total due.

A five years' treaty of arbitration and conciliation between Hungary and Bulgaria was signed at Budapest.

YESTERDAY'S SOLUTION



STANDARD TIME.

SUNRISE AND SUNSET IN COLONY

Sunrise and Sunset in Hong Kong for Sept. (Standard time of the 120th Meridian, East of Greenwich), are as follow:-

September	Sunrise a.m.	Sunset p.m.
1	6.07	6.38
2	6.07	6.37
3	6.07	6.36
4	6.08	6.35
5	6.08	6.34
6	6.08	6.33
7	6.08	6.32
8	6.08	6.31
9	6.09	6.30
10	6.09	6.29
11	6.10	6.28
12	6.10	6.27
13	6.11	6.26
14	6.11	6.25
15	6.11	6.24
16	6.11	6.23
17	6.12	6.22
18	6.12	6.21
19	6.12	6.20
20	6.12	6.19
21	6.12	6.18
22	6.13	6.17
23	6.13	6.16
24	6.13	6.15
25	6.14	6.14
26	6.14	6.13
27	6.14	6.12
28	6.14	6.11
29	6.14	6.10
30	6.14	6.09
31	6.14	6.08

TO-DAY'S RADIO

BROADCAST BY
Z.B.W.
ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres:

5.30-6.30 p.m. — Programme of Chinese Music. (Records supplied through the courtesy of Sincere Co., Ltd.)

7.48 p.m. — Evening weather report.

8 p.m. — Evening Programme. (Columbia Records supplied through the courtesy of Anderson Music Co., Ltd.)

"Tales of Hoffmann" (Offenbach). The Band of H.M. Grenadier Guards.

"Ave Maria" (Gounod). Giuseppe Di Silva.

"By the Old Red Mill". Dusty Miller.

"When It's Sunset in Miami". Trio in "C" (Beethoven).

"A Bright Morning on the Alps". Violin, Flute and Harp Trio.

"By the Waters of Minnetonka". "La Rosita" (Dupont). Organ Solo.

"Truly Rural" (Marcus). Emile Luther.

"Mrs. Scott", Comedienne.

"Community Songs Selection". Lily Morris.

The Band of the Royal Air Force.

"The Rose of Persia—Drinking Song".

"When Britain Really Ruled the Waves". Tenor. Henry Millidge.

"The White Rider" (Wright). Carlisle St. Stephens Band (Cambridge).

"Angel's Serenade" (Braga). Violin, Flute and Harp Trio.

"Prayer" (Hasselmans). Harp Solo. Marie Goossens.

"Nagasaki".

"It Goes Like This. That Funny Melody". Comedians. The Two Gilberts.

"Canzone Vesuviana" (Chanson Napolitaine).

"Vieille Chanson Espagnole". Jean Lensen and His Orchestra.

"Rocking My Baby to Sleep". "Cuckoo Song". Yoda.

"Kilima". Harry Robinson.

"Aloha Oe". Linn Milford and Hawaiian Players.

"Clowns in Clover". Cicely Courtneidge and Chorus.

"The Egg Song".

"Follow a Big Cigar". Comedian. Mark Daly.

"Les Millions D'Arlequin".

"Carmen". Intermzzo.

Circolo Mandolinistico Giuseppe Verdi of Leghorn.

"The Parson and the Squire". Descriptive Sketch by

Rupert Hazell and Chas. Penrose.

"Wagneria" (Air From Wagner).

"Chopinista" (Airs From Chopin).

Piano Solo. Clement Doucet.

"Beautiful Day-By-Day".

"Those Good Old Times". Comedians. The Two Gilberts.

"My Blue Heaven".

"The Song is Ended". American Duetists

Layton & Johnstone.

"Cavalleria Rusticana".

May Blyth, Marjorie Parry and Heddie Nash with the

British National Opera Company's Orchestra.

10.30 p.m. — Close Down.

LOCAL SURVEYS

SOME OF THE WORK DONE IN 1928

PRAYA EAST RECLAMATION
The following passages are taken from the section of the annual report of the P.W.D. for 1928 regarding surveys:-

Surveys were made for plans to be attached to Crown Leases of 312 lots. Boundaries of numerous lots were set out for the Drainage, General Works and Roads Offices. In Hong Kong 43 frontage lines to streets were checked and in Kowloon and New Kowloon 159 boundaries of 112 lots in Hong Kong and 166 lots in Kowloon and New Kowloon were defined and in addition in the latter neighbourhoods 30 areas were defined which were to be let on permit for various periods and 224 sites for pigsties.

On the Praya East Reclamation, roads were set out to a length of over 8,000 feet and permanent marks were left by means of piles which were driven into the Reclamation. A nail was driven into the top of each pile and valued so that any future setting out can be readily undertaken. Considerable time was lost on setting out lots in this locality as it was found that pickets, even when surrounded by concrete, were pulled out of the loose ground and many times had to be replaced.

A contour survey of Waglan Island was made and plotted to a scale of 20 feet to one inch with vertical intervals of 5 feet. This survey also included detail of all buildings and high and low water marks.

An area of 30 acres at Cape D'Agul-lar was also contoured.

Mount Collinson Forestry Reserve with an area of 328 acres was defined the chainage being 3.8 miles.

Various surveys were carried out in connection with the transference of land between the War Department and the Hong Kong Government, the total area surveyed being 69 acres.

Fifty acres were surveyed and contoured between Argyle Street and the Kowloon Cemetery. The "measured mile" in Kowloon Bay was checked for the Harbour Department, and the marks defining same proved to be in their correct positions.

The reservoirs of the Kowloon Tong Estate and the catchment area appertaining thereto were surveyed the area being about 63 acres. An area of about 72 acres adjoining the catchment was also surveyed.

A survey of Kowloon Bay Reclamation was carried out and a plan prepared showing the area and the villages, etc., up to the foot-hills on a scale of 32 inches to one mile, the area surveyed being 188 acres.

AIR PORT

CONSTRUCTION OF PLANE SLIPWAY

WORK DONE IN 1928

In the annual report of the Public Works Department we read:-

Several plans were prepared by the Architectural Office in connection with the Layout Scheme for the Air Port.

A contract was let on September 20, 1928 to Messrs. Sang Lee & Co. for \$310,250.00 in connection with the work being carried out by the General Works Office.

The work has been divided into the following sub-heads and the undernoted progress has been made on each.

(a) Resumptions. — Permanent and temporary resumptions were made and crop compensation agreed upon for the purpose of laying a light railway track to the site of the cutting face, over a length of approximately 2,000 feet.

Estimates, \$1,186,250.00
Expenditure, \$1,091,579.10

(b) Forming reclamation including completion of sea walls, nullahs, surfacing and drainage. — Under this head approximately 600 lineal feet of centre pier were built in No. 2 nullah and approximately 6,000 cubic yards of earth surfacing deposited on the reclamation.

(c) Covering of nullahs. — All steel for the reinforcement of the decking to nullahs was received from England and about 600 lineal feet of decking were laid on November 2 nullah.

Estimates, \$275,000.00
Expenditure, \$104,339.15

(d) Sea Plane Slipway. — This work which is being carried out by the Port Works Office includes the construction of a slipway 380 feet in length and 40 feet in width, at a grade of 1 in 20, having at its outer end a depth of 6 feet of water at L.W.O.S.T., the diversion of a nullah on the west side of the slipway site and the reclamation of a site for aircraft sheds. A contract was let on July 10 for the construction of the work less the erection of the sheds. The work executed up to the end of the year included the dredging of 12,500 cu. yds. of silt overlying the hard, the deposition of 15,300 cu. yds. of ball-mill rubble to provide foundations for the slipway, nullah diversion and reclamation sea wall and the manufacture of 353 concrete paving blocks for surfacing the slipway.

The blocks varied in size from 6 feet 8 inches x 3 feet 6 inches x 2 feet to 5 feet x 3 feet 6 inches x 2 feet. Approximately 57,661 cu. yds. of material was deposited to form the site for the seaplane sheds.

Total Estimates, \$275,000.00
Expenditure to 31.12.28, \$ 60,502.78

(e) Roads. — A length of road 20 feet wide and approximately 800 yards long, was surfaced with dry macadam along the North-East boundary of the reclamation in order to give access to the works at the Eastern end of the reclamation.

Estimates, \$65,000.00
Expenditure, \$ 2,796.45

SIR A. COBHAM

LURID LANGUAGE BUT NO CRASH

A RECENT MISHAP

"I want to impress on the public that I have had forced landings before, but never a crash, and I have escaped so far without a scratch.

In these words Sir Alan Cobham referred to the incident when he was compelled to make a forced landing from a height of 60 feet at Cramlington Aerodrome, Northumberland.

"I never had the slightest doubt we would get down safely," Sir Alan went on. "It was a forced landing under perfect control, but not a crash. I took her straight ahead to preserve flying speed, crossed one fence and was slewing round to avoid another when I banged into the barbed wire, pulling off a wing. The undercarriage was damaged.

"My passengers, mostly women, were not a bit scared. They were most sympathetic to me, though I am afraid my language at the time was rather lurid. All they wanted to know was when I could continue the flight.

"My engine did not cease, but a faulty petrol gauge cut off my supply of juice.

50 Flights a Day
In three weeks I have visited 17 of the 100 towns I have mapped out for my aerial tour of Britain. I have made some 20 to 50 flights every day and have carried 6,000 adults and between 2,000 and 3,000 children.

"The greatest enthusiasm is being shown, and I hope that as a result of my campaign 500 aerodromes will be erected throughout the country.

"The greatest drawback to flying in England is the lack of landing grounds. The establishment of sufficient of these will give a great impetus to flying."

A large part of the business section of the town of Wainwright, Alberta Canada, was destroyed by fire.

LOCAL BUILDINGS

WORK UNDER THE ORDINANCE IN 1928

GREATER ACTIVITY

A further increase has to be recorded in the number of new works, dealt with under the Buildings Ordinance in 1928, as compared with the previous year.

The number of domestic buildings completed at the end of the year also shows an increase over the figures for 1927. In most districts the works which were in progress at the end of 1928 is an indication that the number of houses completed during the year 1929 will probably be even greater than 1928. As regards "non-domestic" buildings, the number actually completed at the end of 1928 was less than the previous year, but a considerable amount of work was in progress, so that the figures for 1929 will probably show a corresponding increase, as in the case of domestic buildings.

The following is a tabulated statement showing the number and type of buildings, in connection with which plans were deposited during the year, the figures for 1927 being given in a parallel column for purposes of comparison:-

Buildings, etc. 1927. 1928.
New European houses .. 89 170
New Chinese houses .. 201 633
New Buildings and Structures other than the above .. 281 350
Alterations and additions to existing buildings .. 2,427 2,045
Verandahs .. 151 574
Balconies .. 37 129
Sunshades .. 6 8
Acreas
Piers, (including repairs) .. 10 5
Wells 47 86

Total .. 3,249 3,998

The number of plans (covering the buildings in the tabulated statement above) deposited during the year was 2,385, as compared with 2,158 in 1927.

The number of plans approved during the year was 2,929 as compared with 2,481 in 1927.

Certificates
The following Certificates for new buildings were issued:-

246 under section 204 of Ordinance No. 1 of 1903, covering 506 domestic buildings, of which 145 were European and 361 Chinese dwellings, and 94 covering 107 non-domestic buildings.

These figures show an increase of 47 in the case of "domestic" and a decrease of 11 in that of "non-domestic" buildings. Of the 145 European houses completed and certified, 42 are on the Kowloon Tong Estate.

CASE OF SUICIDE

FORMER MISSIONARY ON TIBETAN BORDER

Los Angeles, Aug. 28.
James Egeon, 51 years of age and a former missionary at Estareen, on the Tibetan border, committed suicide here to-day.

Members of his family said that he had been worried over poor health and financial trouble since his retirement from the mission field a year ago. — United Press.

THE HONGKONG PENINSULA HOTEL:

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL

AND SHANGHAI

ASTOR HOUSE: PALACE HOTEL: MAJESTIC HOTEL.

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ADELPHI HOTEL. SINGAPORE

REMODELLED AND REDECORATED.

Large Cool Airy Room with Electric Light and Ceiling Fans.

Each Room with its own Private Bathroom, fitted with Modern Sanitation.

The Only Hotel in Singapore so fitted.

UNSURPASSED CUISINE. EXCELLENT WINES.

TEA DANCES, DINNER DANCES, GRILL ROOM

ORCHESTRAL CONCERTS, ROOF GARDEN

CINEMA, LADIES' LOUNGE, PALM COURT.

All Departments under expert European Supervision.

Telegrams and Cables: — ADELPHI.

THE ADELPHI HOTEL, LTD., Entirely under new Management.

SLEEPING SICKNESS

REPORTED SPREAD OF EPIDEMIC IN JAPAN

Tokyo, August 29.

The epidemic of sleeping sickness in the south-western prefectures continues to spread. The total number of cases to date is now 349, of which 136 have proved fatal.

At Takamatsu, in Kagawa Prefecture, there have been 151 cases, of which 67 have proved fatal. Yesterday there were 28 fresh cases and ten deaths from the disease.

A 7,000 miles tour to the United States and Canada was begun by 10 members of the Royal Institute of British Architects, when they sailed from Liverpool in the Cunard liner "Laconia." On arrival in New York they will be entertained by the Institute of American Architects.

Three days will be devoted to the study of skyscrapers, after which the party will leave for Washington, where special opportunities will be given for members to visit the various Government buildings.

KEEP YOUR EYE ON THE "JACK"!

BY KEEPING YOUR EYE WELL

PINKETTES

ENSURE THE CLEAR EYE

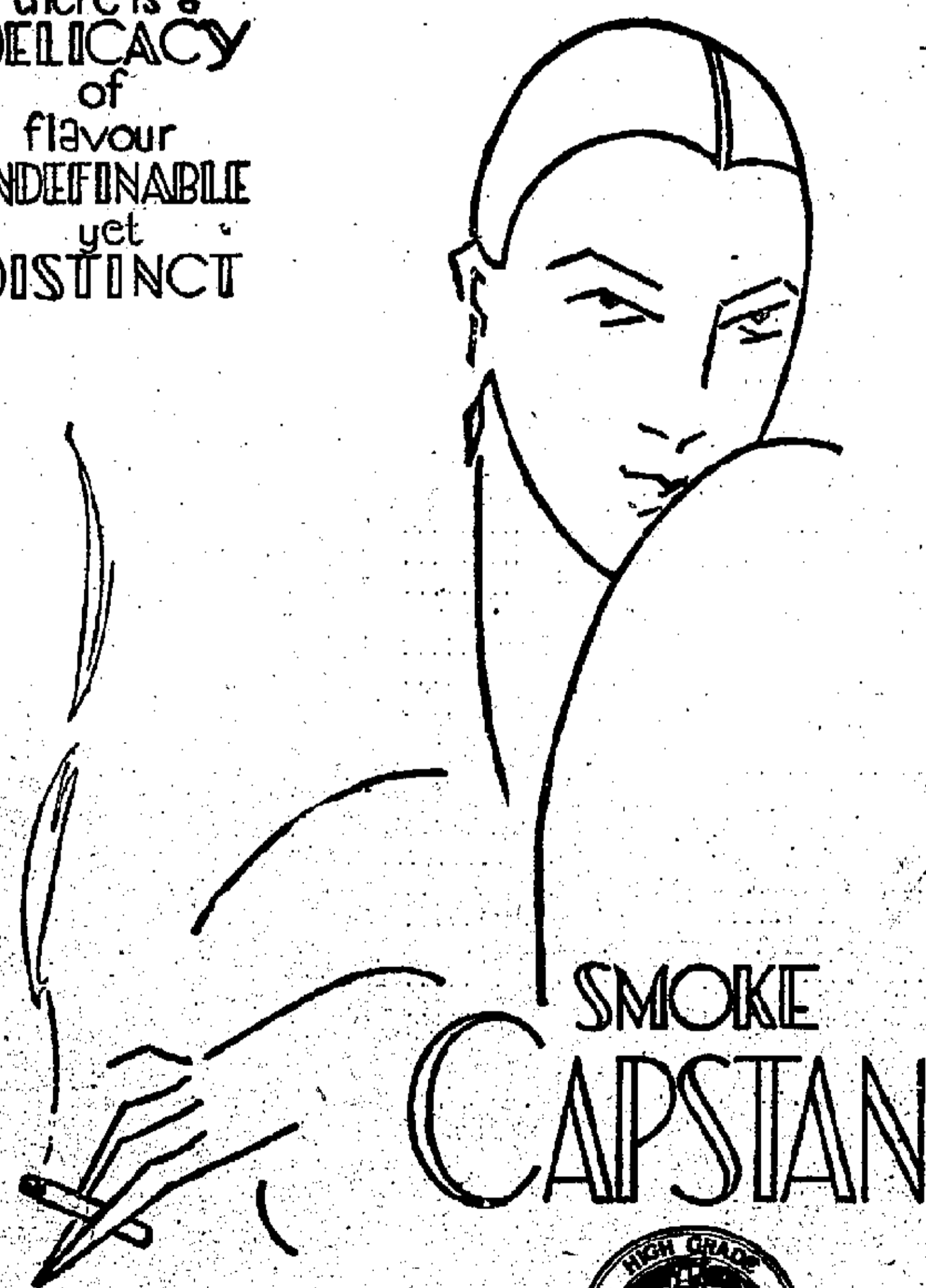
AND THE STEADY HAND

OF HEALTH.

Your skill at games, your success in the affairs of life, depend chiefly upon the condition of your health, and this, in turn, is dependent largely upon daily intestinal regularity. If you are constipated, liverish, bilious, dull, Pinkettes, the dainty, little laxative liver regulators, are the best and quickest corrective.

Of chemists everywhere or 60 cents per vial.

In CAPSTAN cigarettes there is a DELICACY of flavour UNDEFINABLE yet DISTINCT



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The China Mail

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1845

HONG KONG, WEDNESDAY, SEPTEMBER 4, 1929.

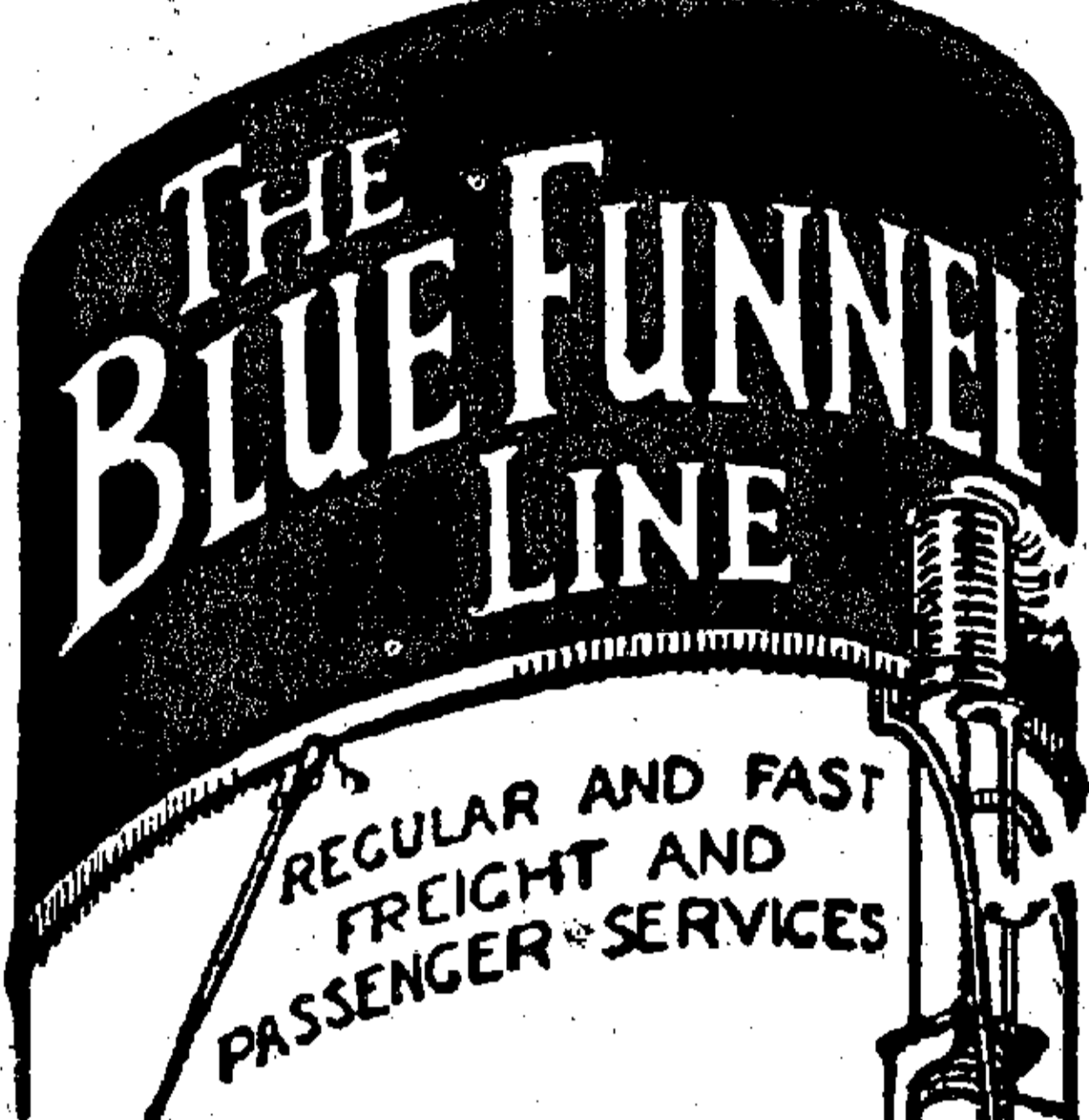
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THE WEEK'S NEWS
ILLUSTRATED.

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25 cts.



LONDON SERVICE.

"PHILOCTETES" 17th Sept. M'les, L'don, E'dam, & H'burg.
"HECTOR" 2nd Oct. M'les, L'don, R'dam, & Glasgow.
Calls at Casablanca

LIVERPOOL SERVICE.

"PROTEUS" 14th Sept. Genoa, Havre, Liverpool & Glasgow
"MEMNON" 16th Sept. Liverpool & Glasgow
"OANPA" 20th Oct. Genoa, Havre, Liverpool, & Glasgow

NEW YORK SERVICE.

(with transshipment at Singapore).
Leaves Hongkong Leaves Singapore Arrives New York
"HECTOR" 2nd Oct. "PYRRHUS" 14th Oct. 21st. Nov.
"AENEAS" 28th Oct. "DAIDANUS" 19th Nov. 19th Dec.
Hongkong to New York 31 days.

PACIFIC SERVICE.

via KORE & YOKOHAMA.
"TEUCER" 12th Sept. Victoria, Vancouver & Seattle
"TALTYBIUS" 5th Oct. Victoria, Vancouver & Seattle

INWARD SERVICE.

"OANPA" Due 7th Sept. For Shanghai, Kobe & Yokohama
"ASPHALION" Due 8th Sept. For Shanghai & Hankow

PASSENGER SERVICE.

"HECTOR" 2nd Oct. Singapore, Marseilles & London
"AENEAS" 28th Oct. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:-

Butterfield & Swire,

Agents.

POST OFFICE NOTICE.

An Airmail for London will be closed at 5 p.m. on Friday, 6th September and fortnightly thereafter during the discontinuance of the Siberian route. A saving of six days in transit is usually effected (as against the Marseilles route) but no guarantee can be given that connections will be made. Letters must be posted over the counter of the General Post Office and must be superscribed "Air-mail" and fully prepaid at the rate of 20 cents per half ounce in addition to the usual postage for letters. No insurance will be available but letters may be registered.

INWARD MAILS.

From	Per	
Japan	WEDNESDAY, SEPTEMBER 4.	Madras Maru
Shanghai and Swatow	THURSDAY, SEPTEMBER 5.	Suiyang
Shanghai and Amoy	FRIDAY, SEPTEMBER 6.	Luchow
Japan and Shanghai	SATURDAY, SEPTEMBER 7.	Hakusan Maru
U.S.A. (San Francisco, 8th August), Honolulu, Japan and Shanghai	SUNDAY, SEPTEMBER 8.	President Garfield
Europe via Negapatam (Letters & Papers, London, 8th Aug.)	MONDAY, SEPTEMBER 9.	Kutsang
Manila	U.S.A. (San Francisco, 16th August), Honolulu, Japan and Shanghai	President Jackson
Australia and Manila	U.S.A. (San Francisco, 16th August), Honolulu, Japan and Shanghai	President Taft
Straits and London (parcels, London, 1st August)		St. Albans
		Asphalion

OUTWARD MAILS.

For	Per	
Amoy	WEDNESDAY, SEPTEMBER 4.	Linan 3.30 p.m.
Sam Shui and Wuchow		Tai Ming 4.30 p.m.
Sandakan		Hinsang 5 p.m.
Hohow, Pakhoi and Haiphong	THURSDAY, SEPTEMBER 5.	Menado Maru 9.30 a.m.
Java via Batavia		Tjipanas 9.30 a.m.
Wei Hai Wei		Cheong Shing 10.30 a.m.
Australia and New Zealand via Brisbane		Madras Maru (Due Brisbane, 22nd Sept.)
		Registration, Sept. 5, 11.45 a.m.
		Letters 12.30 p.m.
Hydrangea 2.30 p.m.		New Mathilde 5 p.m.
Swatow	FRIDAY, SEPTEMBER 6.	Cheongshing 10.30 a.m.
Hohow and Haiphong		Hai Ching 1 p.m.
Wei Hai Wei		Hakusan Maru (Due Marseilles, 6th Oct.)
Swatow, Amoy and Foochow		G.P.O.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles		Registration, Sept. 7, 8.45 a.m.
		Letters 9.30 a.m.
	SATURDAY, SEPTEMBER 7.	Anking 5 p.m.
Amoy		President Garfield 5 p.m.
Manila	SUNDAY, SEPTEMBER 8.	Kwangtung 8.30 a.m.
Hohow		Kwangchao 9 a.m.
Bangkok via Swatow		Luchow 9 a.m.
Amoy		Hozan Maru 9 a.m.
Swatow, Amoy and Formosa		

*Superscribed correspondence only.

RESTORING ORDER IN PALESTINE

BRITISH POLICY

COMMISSION OF INQUIRY APPOINTED

MANDATE UNCHANGED

London, Yesterday.
The Colonial Office, after making reference to the steps taken to restore order in Palestine, and the measures adopted in respect of the trial of many of those arrested, announces that a Commission of Enquiry will proceed to Palestine this month to enquire into the immediate causes of the recent outbreaks, including the extent to which they may be regarded as preconcerted, or due to organised action.

The Chairman of the Commission will be Sir Walter Shaw, with whom will be associated three Members of Parliament, selected from each of the three political parties.

[Sir Walter Shaw was formerly Acting Chief Justice at Granada, and Chief Justice, British Honduras, and the Straits Settlements (1921-25). He was Acting Administrator at St. Vincent from 1911-12.]

The Palestine Mandate

London, Later.

The Colonial Office, in view of the suggestions made in certain quarters, states that the British Government wishes to make clear that there is no idea of reconsidering the British tenure of the Palestine mandate. No enquiry is contemplated which might alter Great Britain's position in regard to the mandate, or the policy laid down by the Balfour Declaration. The enquiry now initiated, therefore, will be limited to the immediate emergency, and will not extend considerations to the major policy. When the report is received the Government will earnestly consider along what lines, within the terms of the mandate, their future policy in Palestine should be directed.

Position Generally Quiet

London, Yesterday.

The situation in Palestine is described by the Colonial Office to-night as generally quiet, but local incidents occurred in the north.

An attack on the Police barracks at Hattin, eight miles west of Tiberias, on Sunday night, was successfully repulsed. There was slight hand-to-hand fighting at Yesudhamala, north of Lake Tiberias, and some arrests were made. British troops suffered no casualties. The general attitude of the trans-Jordanian Tribes is satisfactory, except in two small areas in the north.—Reuter.

OPIUM ENQUIRY

LEAGUE COMMITTEE LEAVES FOR FAR EAST

Geneva, Yesterday.

The League of Nations' opium enquiry committee leaves tomorrow.—Reuter.

[The committee is enquiring into opium-smoking in the Far East. It was announced last April that the required sum of 250,000 Swiss francs was available for the purposes of the enquiry.]

The artists' section of the Stage Guild has passed a resolution expressing opposition to Sunday opening of theatres.

COST OF STAIRWAY

SUB-CONTRACTOR WHO WAS NOT PAID

CO-INCIDENCE IN A TRAM

How a defendant who had not been served with the writ of summons met a witness called under subpoena in a tram this morning was mentioned to-day in the Supreme Court, Summary Jurisdiction, to his Honour the Puisne Judge (Mr. Justice Wood).

Mr. A. el Arculi, appearing for Messrs. d'Almada & Mason, represented Cheng Sun, sub-contractor, No. 20, Lee Yuen-street East. The latter sued the Kin Wu firm, No. 16, Tsung Sau-lane East, ground floor, contractors, and Wan Sai-on, partner therein, for \$190 work done and materials supplied in the building of a staircase at No. 58, Wellington-street.

Degrees	
Temperature, 10 a.m., to-day	81
Temperature, 4 p.m., yesterday	86
Humidity, 10 a.m., to-day	83
Humidity, 4 p.m., yesterday	65

street. The defendant firm were not present nor legally represented.

Evidence in Proof

Evidence in proof of the debt was given by plaintiff. His Lordship asked why the defendant firm would not pay. Plaintiff said that all he knew was that the defendant firm had told him that it had no money.

Mr. Arculi informed his Lordship that he had issued a subpoena on the owner of the house in which the staircase had been erected and that the owner could give evidence if his Lordship desired. This morning, added Mr. Arculi, the owner had come to town in the same tram as the second defendant (the partner in the firm), who had said that he knew the case was on and that he was not going to appear. The first defendant (the firm) was legally represented at an earlier stage of the case.

Judgment was given against the firm in the claim and costs.

FOR BUCHAREST

A NEW MINISTERIAL APPOINTMENT

FORMERLY AT PEKING

London, Yesterday.

Mr. Charles Michael Palaret, C.M.G., a Counsellor in the Diplomatic Service, has been appointed British Minister in Bucharest.—Reuter.

[Mr. Palaret, who was educated at Eton, became an attaché at the Foreign Office in 1905, and the following year was appointed to Rome. In 1907 he became third Secretary, and was transferred to Vienna in 1908. From there he went to Paris as second Secretary until 1913. In 1917 he was transferred to Athens, and attached to the Peace Delegation in Paris from 1918-19. He was Counsellor of the Embassy at Tokyo in 1922, and was transferred to Peking in 1925, where he remained for a year.]

SOVIET'S ICE COLONY

WORLD'S MOST NORTHERLY WIRELESS STATION

FRANZ JOSEF LAND

Moscow, Yesterday.

The most northerly wireless meteorological station in the world was established at Tranquil Bay, Franz Josef Land, by a Soviet expedition aboard an ice-breaker, which has now returned to Russia.

Buildings are being erected at Franz Josef Land to accommodate the first Soviet colonists.—Reuter.

INDUS FLOODS

HUNDREDS OF SQUARE MILES INUNDATED

TREMENDOUS DAMAGE

Karschi, Yesterday.

Although the influence of the Indus and Punjab currents has not yet been felt, tremendous damage, due to local floods, is reported in the Hyderabad region, an overflow from floods in the Khairpur State breaching the canals and inundating hundreds of square miles.—Reuter.

MEN'S WEAR IN COLONY

GOOD EXAMPLE

SENSIBLE ATTIRE DURING HEAT OF SUMMER

CONSIDERATE MAGISTRATE

Mr. E. W. Hamilton, acting First Magistrate at the Central Magistracy, created a precedent when he appeared on the bench this morning wearing one of those much discussed "Cissy" shirts, opened at the throat, and very comfortable looking.

The "China Mail" reporter was unable to observe whether his Worship wore "shorts" or "longs," but that is neither here nor there as far as this story is concerned.

Having succeeded in keeping himself cool, his Worship showed that he was prepared to consider the creature comfort of others also when he made an announcement to Mr. P. J. Wodehouse, C.I.E., Deputy Superintendent of Police, of a concession which he was prepared to make to Police Officers appearing in his Court.

Mr. Wodehouse was in Court in connection with a case against an Indian constable, reported elsewhere, and before proceeding with the case, Mr. Hamilton made the following statement to Mr. Wodehouse:—

Dispense With Ties

"On account of the extreme heat at present, Mr. Wodehouse, I am prepared, as far as my Court is concerned, to allow Police Officers appearing before me in mufti to dispense with neck ties provided they appear in 'tennis shirts' or other appropriate apparel."

Mr. Wodehouse was clearly taken by surprise, remarking: "No tie; tennis shirt." Then he recovered and added: "Yes, Officers appearing in mufti, your Worship."

Mr. Hamilton asked Mr. Wodehouse to pass the information on, remarking that, of course, it was entirely for the plain clothes Officers concerned to decide if they prefer to wear collars and ties in this heat.

Mr. Wodehouse promised to pass his Worship's remarks on to the Officers concerned.

ANOTHER LIVELY COMEDY!

GLENN TRYON

with Patsy Ruth Miller

HOT HEELS

A UNIVERSAL PICTURE

AT THE WORLD FINAL SHOWINGS TO-DAY AT 2.30, 5.15, 7.15 & 9.20

ANOTHER SPLENDID ENGLISH PRODUCTION!

"CORSIKAN LOVE"

featuring ROLLA NORMAN and JACQUELINE FORZANE

A thrilling drama of Corsican love, hate and revenge!

AT THE STAR FINAL SHOWINGS TO-DAY At 5.30 & 9.20

TO-DAY ONLY at 2.30, 5.20, 7.15 & 9.15 p.m.

RICHARD DIX

In "WOMAN-HANDED"

The answer to Man-handled

A Speedy Story of Love, Laughs and Ladies. See Dix when he hands out the golden laughter in this great comedy!

AT THE MAJESTIC Nathan Road Kowloon.

INDUS FLOODS

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HUNDREDS OF SQUARE MILES INUNDATED

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